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NASA CR-2612

AIRCRAFT MOTION AND PASSENGER COMFORT DATA FROM SCHEDULED COMMERCIAL AIRLINE FLIGHTS

Marta G. Gruesbeck and Daniel F. Sullivan

Prepared by
UNIVERSITY OF VIRGINIA
Charlottesville, Va. 22901
for Langley Research Center

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION • WASHINGTON, D. C. • MARCH 1976

1. Report No.	2. Government Accession No.	
NASA CR-2612		

4. Title and Subtitle	5. Report Date
AIRCRAFT MOTION AND PASSENGER COMFORT DATA FROM SCHEDULED COMMERCIAL AIRLINE FLIGHTS	March 1976
	6. Performing Organization Code
7. Author(s)	8. Performing Organization Report No.
Marta G. Gruesbeck and Daniel F. Sullivan	MR-403212
9. Performing Organization Name and Address	10. Work Unit No.
University of Virginia Department of Engineering Science and Systems Charlottesville, VA 22901	513-50-50-01
	11. Contract or Grant No.
	NGR 47-005-181
12. Sponsoring Agency Name and Address	13. Type of Report and Period Covered
National Aeronautics and Space Administration Washington, D.C. 20546	Contractor Report
	14. Sponsoring Agency Code

15. Supplementary Notes

Topical report.

16. Abstract

This report presents data concerning the ride quality of aircraft taken on board commercial airline flights. Five types of data are included:

1. Root mean square (rms) values of linear acceleration, angular acceleration or angular velocities, along with passenger subjective evaluations;
2. Power spectra for the motion in each of six degrees of freedom;
3. Scattergrams showing the probability density of the rms accelerations in the vertical and transverse directions;
4. Probability distributions of the motion;
5. On board noise levels during takeoff, climb, cruise, and descent.

17. Key Words (Suggested by Author(s))	18. Distribution Statement
Ride Quality Aircraft Motion Noise Passenger Response	Unclassified - Unlimited Subject Category 01

19. Security Classif. (of this report)	20. Security Classif. (of this page)	21. No. of Pages	22. Price*
Unclassified	Unclassified	233	$7.50

*For sale by the National Technical Information Service, Springfield, Virginia 22161

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AIRCRAFT MOTION AND PASSENGER COMFORT DATA FROM SCHEDULED COMMERCIAL AIRLINE FLIGHTS

By Marta G. Gruesbeck and Daniel F. Sullivan
Department of Engineering Science and Systems
University of Virginia

SUMMARY

This report presents data concerning the ride quality of aircraft taken on board commercial airline flights. Four types of data are included:

- Root mean square (rms) values of linear acceleration, angular acceleration or angular velocities, along with passenger subjective evaluations;
- Power spectra for the motion in each of six degrees of freedom;
- Scattergrams showing the probability density of the rms accelerations in the vertical and transverse directions;
- Probability distributions of the motion;
- On board noise levels during takeoff, climb, cruise, and descent.

INTRODUCTION

The purpose of this report is to present ride quality data obtained from an initial series of University of Virginia flight tests on board commercial airlines. These data, gathered as part of an overall program to determine passenger reaction to short-haul aircraft environments, have been used to generate a "comfort model" describing passenger reaction to motion (1). The

data were accumulated during the period from 17 January 1972 to 29 March 1973. This report tabulates the data so that others may use it in their own research. Being a data compendium, it is necessarily voluminous in an attempt to be complete; even so, it cannot possibly contain everything. Any additional details that may be desired will be supplied on request.

EXPERIMENT

The experiment consisted of carrying an instrument package (Figure 1) on board regularly-scheduled commercial aircraft. The environmental variables that were measured were angular motion (pitch, yaw, roll), linear motion (transverse, vertical, longitudinal), noise, temperature, and pressure. Table I indicates which variables were measured on each type aircraft.

Aircraft motions were measured for 10 - 30 second intervals spaced from two to four minutes throughout the flight. At the end of each 10 - 30 second sampling period, test subjects were asked to record their evaluation of the comfort of the ride on a one-to-five scale with one being very comfortable and five being very uncomfortable. When possible, a questionnaire (Figure 2) was distributed to each passenger to determine his reactions to the flight.

The instruments recorded the motion data, subjective response, and pressure in multiplexed form on 1/4-inch magnetic tape. The analog data were then converted to digital form and analyzed by a digital computer using the Langley Research Center Time Series Analysis Program (2). A sample of the analog data appears in Figure 3 showing typical traces for comfortable, neutral, and uncomfortable conditions. Values for temperature and noise level were hand-recorded. Further details on the instrumentation and data reduction procedure are available in Reference 3.

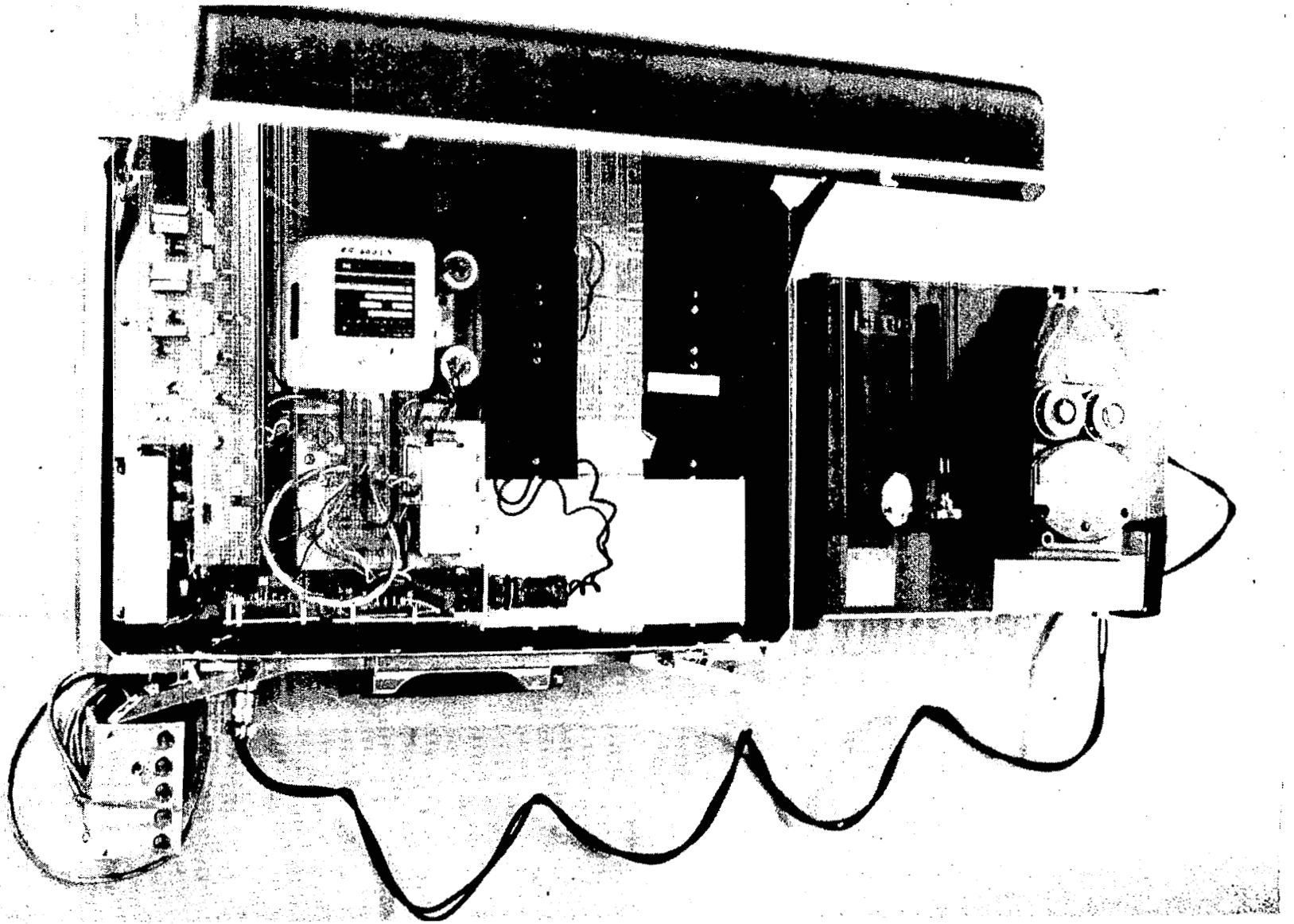


FIGURE 1 PORTABLE INSTRUMENT PACKAGE

TABLE I

MEASURED VARIABLES

Aircraft	No. of Flights	Linear Accel.	Angular Accel.	Angular Rates	Noise	Temp.	Pressure	Detailed Test Subject Response	Overall Passenger Response
A	61	X	X		X	X		X	
B	4	X	X		X	X		X	
C	12	X	X		X	X		X	
D	43	X		X	X	X	X	X	X
E	34	X		X	X	X	X	X	X
F	14	X		X	X	X	X	X	X

O.M.B. No. [illegible]
Approval Expires [illegible]

ALLEGHENY COMMUTER
Operated by Atlantic City Airlines, Inc.

UNIVERSITY OF VIRGINIA

This questionnaire is part of an effort by Atlantic City Airlines, the National Aeronautics and Space Administration, and the University of Virginia to obtain from you, the flying public, information to be used in the improvement of transportation systems. The goal of the program is to identify the needs and desires of airline passengers, so that future systems may increase passenger satisfaction.

Your cooperation in completing this form will be most appreciated and can only be of benefit to you, the air traveler. Thank you, and enjoy your flight.

Maurice C. Young
President, Atlantic City Airlines, Inc.

Please indicate only your first impression on each question. You need not answer any question that offends you.

1. Age _____ 2. Sex: ☐ M ☐ F

3. Education:
   - ☐ High School not completed
   - ☐ High School completed
   - ☐ College

4. Occupation:
   - ☐ Housewife
   - ☐ Craftsman, Mechanic
   - ☐ Professional, technical
   - ☐ Professional, nontechnical
   - ☐ Student
   - ☐ Armed Forces
   - ☐ Secretary, Clerk
   - ☐ Salesman
   - ☐ Manager, Official, Executive
   - ☐ Other _____

5. Industry of Employment _____

6. Approximate Household Income (before taxes):
   - ☐ Under $5,000
   - ☐ $ 5,000-$ 9,999
   - ☐ $10,000-$14,999
   - ☐ $15,000-$19,999
   - ☐ $20,000-$24,999
   - ☐ $25,000-$29,999
   - ☐ $30,000-$34,999
   - ☐ $35,000 or more

7. What is the primary purpose of this trip?
   ☐ Business ☐ Personal ☐ Other

8. How do you feel about flying?
   - ☐ I love flying
   - ☐ I have no strong feelings about flying
   - ☐ I dislike flying
   - ☐ I fly because I have to

9. Approximately how many times have you flown in the past two years?
   - ☐ None, this is my first flight
   - ☐ 1-3
   - ☐ 4-6
   - ☐ 7-9
   - ☐ 10 or more

10. How important is each of the following items in determining your feelings of comfort? Rank them using the numbers from 1 to 9, with 1 representing the **most important**, and 9 the least important. Please use each number only once.
    - _____ Pressure changes (ears pop)
    - _____ Noise
    - _____ Temperature
    - _____ Lighting
    - _____ Seat comfort
    - _____ Up and down motion (bouncing)
    - _____ Side to side motion (rolling)
    - _____ Work space and facilities
    - _____ Presence of smoke

    Other _____

11. Place a check in the box which describes the importance of each of the following in determining your satisfaction with an airplane ride.

	Unimportant	Very Little Importance	Somewhat Important	Very Important	Greatest Importance
Comfort	☐	☐	☐	☐	☐
Convenience	☐	☐	☐	☐	☐
Cost	☐	☐	☐	☐	☐
Reliability	☐	☐	☐	☐	☐
Safety	☐	☐	☐	☐	☐
Time Savings	☐	☐	☐	☐	☐
Ability to Read	☐	☐	☐	☐	☐
Ability to Write	☐	☐	☐	☐	☐
Services on Board	☐	☐	☐	☐	☐
Surroundings	☐	☐	☐	☐	☐

12. Consider the motion you are experiencing. Indicate your reaction to this motion by checking the appropriate box:
    - ☐ Very Comfortable
    - ☐ Comfortable
    - ☐ Neutral
    - ☐ Uncomfortable
    - ☐ Very Uncomfortable

(Please see last page)

13. How difficult does the motion of this flight make the following activities?

	Not at all Difficult	Slightly Difficult	Difficult	Extremely Difficult	Impossible
Concentration	☐	☐	☐	☐	☐
Reading	☐	☐	☐	☐	☐
Writing	☐	☐	☐	☐	☐
Sleeping	☐	☐	☐	☐	☐

14. After experiencing the motion of this flight, I would: (Check only one)
    - ☐ be eager to take another flight
    - ☐ take another flight (without any doubts)
    - ☐ take another flight (but with some doubts)
    - ☐ prefer not to take another flight
    - ☐ not take another flight

15. Suppose a high-frequency shuttle service (8 or more round trips per day) were available at your local airport, scheduled to connect with flights of over 300 miles from a larger airport some distance away. Would you use the shuttle instead of ground transportation to the larger airport, if the cost were competitive?
    ☐ Yes ☐ No

16. Suppose a 25-passenger prop jet flew from an airport 15 minutes from your home or office to cities within 300 miles. Would you use this service rather than travel to a major airport an hour away?
    ☐ Yes ☐ No

THANK YOU FOR YOUR ASSISTANCE

FIGURE 2. PASSENGER QUESTIONNAIRE (DECEMBER 1972)

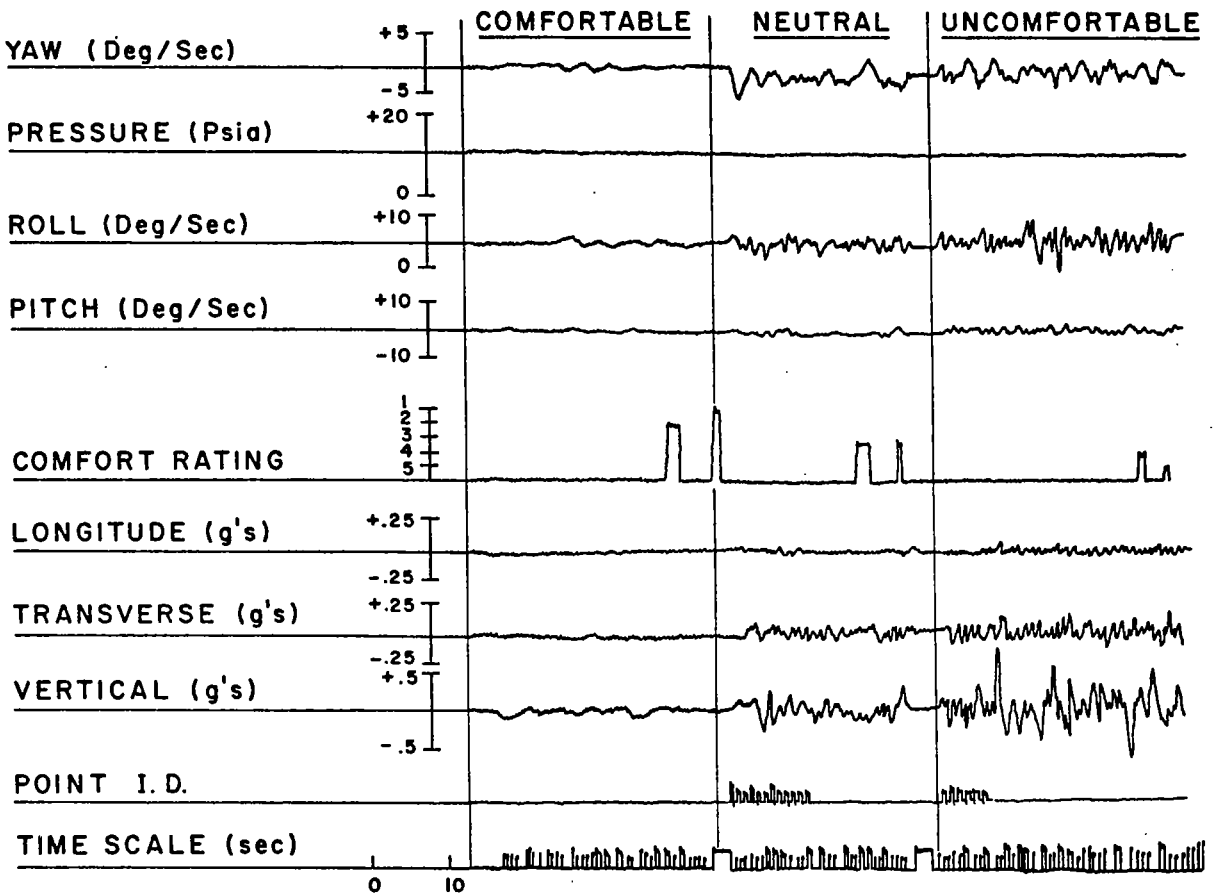


FIGURE 3. TYPICAL MOTION TIME HISTORIES

AIRCRAFT DESCRIPTION

Six aircraft were evaluated in the test program. Detailed descriptions of the aircraft are found in Table II and Figure 4.

It can be seen that the aircraft wing loadings varied from 29 lb/ft^2 to 115 lb/ft^2, ensuring a wide variety of motion environments. It is also important to note that there are considerable differences in seating type and spacing among the aircraft.

DATA

Rms Motion/Subjective Response

The rms (mean biased out) values for all of the motion variables have been tabulated along with the subjective response of the subjects (see Appendix A). Each page represents one flight; Figure 5 is a sample of the rms motion/subjective response data. As different data were obtained depending on the flight, aircraft, and airline, not all items appear for all flights.

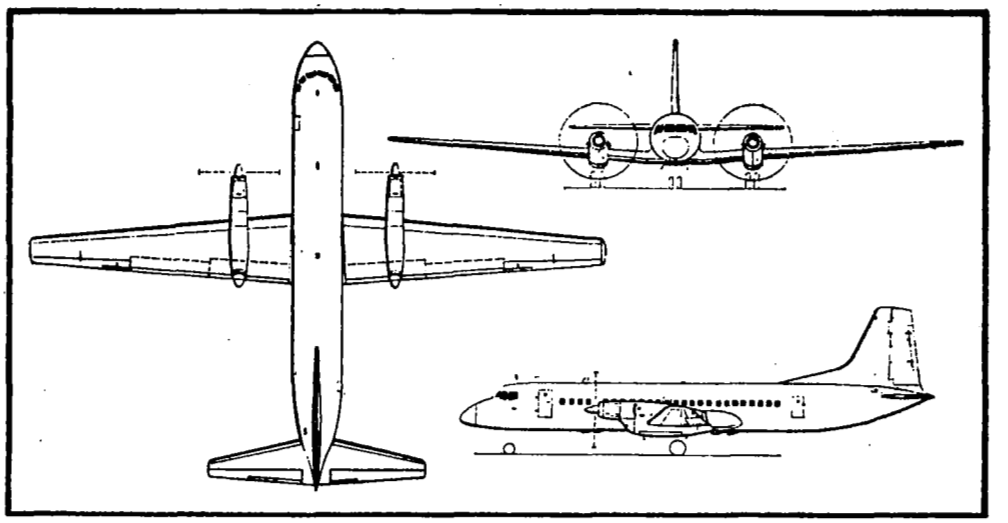
The code used in tabulating the data is as follows:

TABLE II

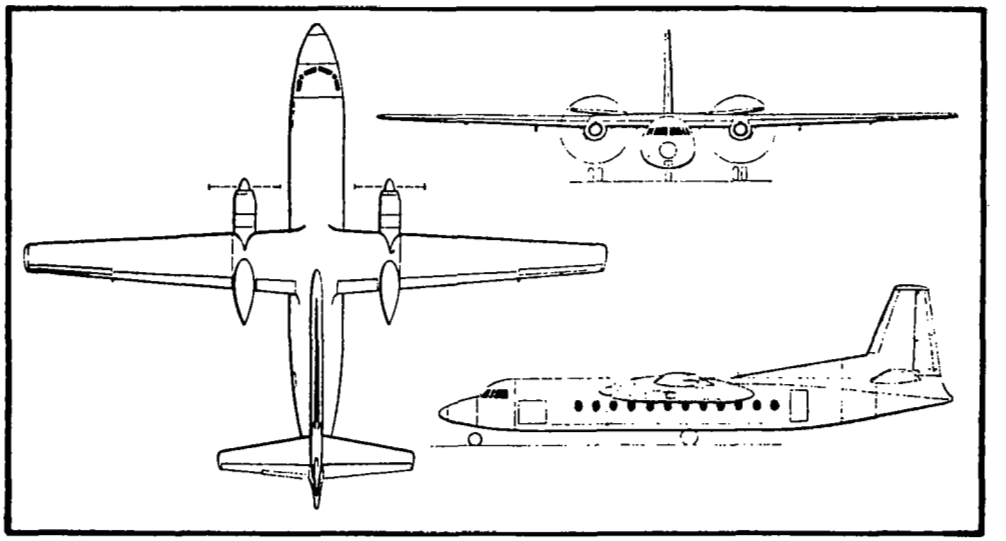
AIRCRAFT DATA*

	A	B	C	D	E	F
Engines	Twin Turboprop	Twin Turboprop	Twin Jet	Twin Turboprop	Twin Turboprop	Twin Turboprop
Wing Position	Low	High	Low	High	High	Low
Length (ft.)	86	83	100	53	62	44
Wing Span (ft.)	105	95	93	65	72	46
No. of Passengers	60	50	115	18	29	15
Empty Weight (lb.)	33,900	23,200	59,235	7,400	15,500	6,600
Max. Takeoff Weight (lb.)	54,000	45,500	113,500	12,000	23,370	11,500
Wing Loading (lb./ft.^{2})	53	60	115	29	39	39
Takeoff Distance (ft.)	3650	5730	7100	1230	4100	3245
Landing Distance (ft.)	2170	2170	4660	1500	2060	2500
Wing Area (ft.)	1020	754	980	420	592	374
Cruise Velocity (mph)	300	300	570	200	230	260

*From Janes, All The World's Aircraft, 1973.

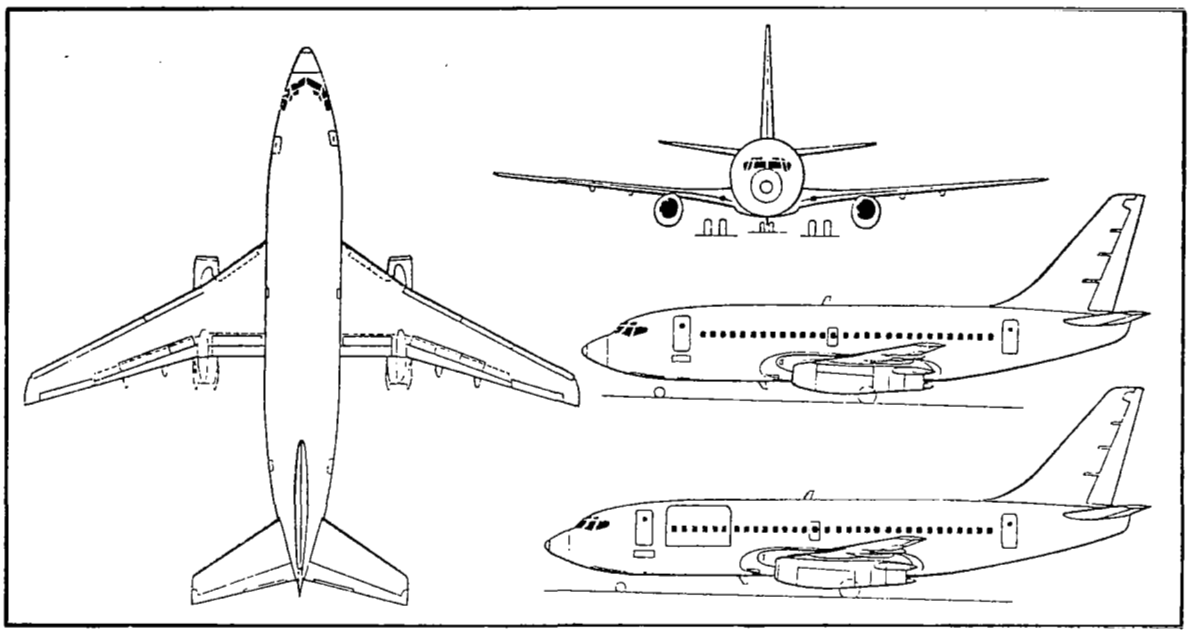


a. Aircraft A

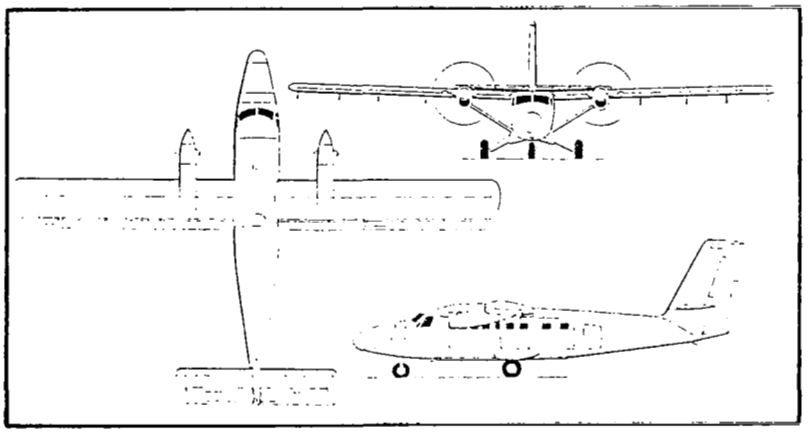


b. Aircraft B

FIGURE 4. AIRCRAFT THREE-VIEW DRAWINGS

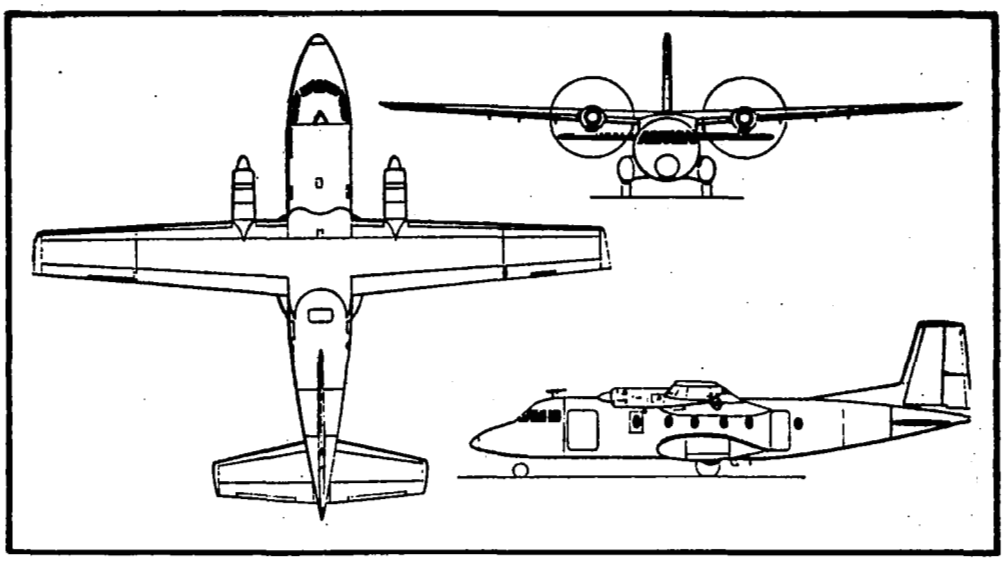


c. Aircraft C

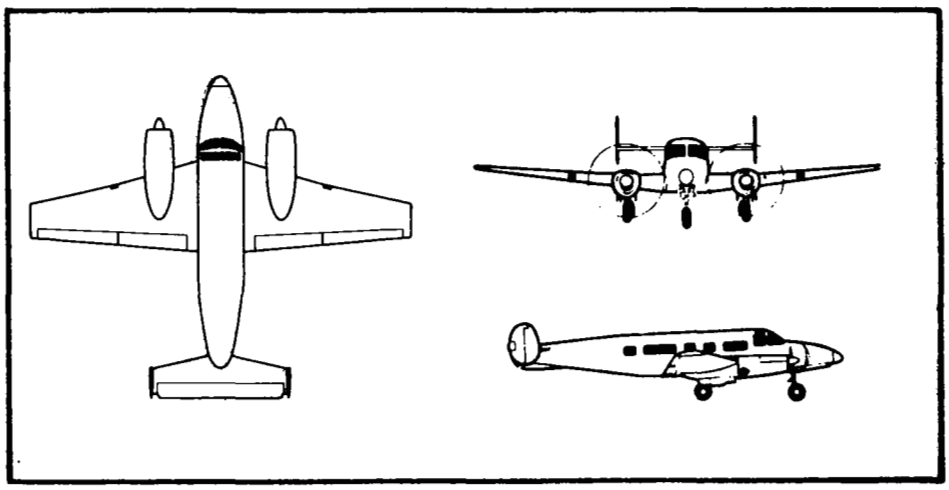


d. Aircraft D

FIGURE 4. CONTINUED



e. Aircraft E



f. Aircraft F

FIGURE 4. CONCLUDED

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
120572	119	FLAT	DCA	PHL	1003	1048	N		07000	A/L	CLOUDY L.TURB.	27	270

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
103P1202381	0.00	.6069	1.3563	.4685	.0097	.0159	.0401	3	3
103P1203382	1.99	.1892	.3824	.1646	.0115	.0081	.0238	2	2
103P1204383	7.03	.1433	.3221	.1571	.0020	.0092	.0254	2	3
103P1205384	10.11	.2619	.5470	.1818	.0032	.0105	.0279	2	2
103P1206385	13.06	.2904	.3948	.2225	.0061	.0065	.0340	2	2
103P1207386	16.08	.2944	.8297	.2478	.0085	.0133	.0363	3	3
103P1208387	19.18	.1485	.2879	.1505	.0014	.0068	.0188	2	2
103P1209388	22.31	.2094	.3606	.1683	.0015	.0081	.0246	2	2
103P1210389	24.45	.5226	1.0402	.3034	.0149	.0114	.0435	3	3
103P1211390	26.75	.5321	.8867	.2813	.0117	.0127	.0230	2	2
103P1212391	30.46	.3000	.7358	.3703	.0108	.0087	.0489	3	3
103P1213392	32.12	.6673	1.4681	1.1623	.0393	.0169	.1220	4	4

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.4164	.8656	.4682	.0161	.0114	.0521

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.5000	2.5833	1.8750
STAND. DEV.	.6455	.6401	.5995
OVERALL RATING	2.0000	2.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 8

FIGURE 5. SAMPLE rms MOTION/SUBJECTIVE RESPONSE DATA

DATE	Month, day, year
FLT. NO.	Flight number
TER	Terrain; can be "FLAT", "HILLY" or "MOUNT."
ORIG*	Origin of the flight segment
DEST*	Destination of the flight segment
TOD	Time of departure
TOA	Time of arrival; these are the scheduled times unless otherwise noted in the flight logs
AIRCRAFT	Y - Aircraft A; T2 - Aircraft D
	F - Aircraft B; T3 - Aircraft D
	B - Aircraft C; N - Aircraft E
	T - Aircraft D; V - Aircraft F
SUBJ	Subject one/subject two
AIRSPD**	Airspeed given in knots
ALT**	Altitude given in feet
WEATHER**	CLEAR; CLOUDY; SNOW
	FOG; TURB--turbulence
	RAIN; L. TURB--light turbulence
WINDSPD**	Windspeed in knots
WINDDIR**	Wind direction in degrees

The origin-destination abbreviations are as follows:

AIY	Atlantic City, New Jersey
BAL	Baltimore, Maryland
CHO	Charlottesville, Virginia
CRW	Charleston, West Virginia
DCA	Washington, D.C., National Airport
EWR	Newark, New Jersey

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*See page 14 for airport codes.

**As reported by pilot; for more precise information, Daily Weather Maps can be consulted.

HSP	Hot Springs, Virginia
LWB	Greenbrier, West Virginia
LYH	Lynchburg, Virginia
ORF	Norfolk, Virginia
PHF	Newport News, Virginia
PHL	Philadelphia, Pennsylvania
PNE	Philadelphia, Pennsylvania, Northeast Airport
RIC	Richmond, Virginia
ROA	Roanoke, Virginia
SHD	Staunton, Virginia
TTN	Trenton, New Jersey
WWD	Cape May, New Jersey

Subject profiles are given in Table III.

Rms values of the motion and the subject responses are tabulated at intervals throughout the flight. Time is referenced to the first data point, which was usually about 2 - 3 minutes after runway roll. A summary section is included giving the average rms motions for the whole flight, and the average and standard deviation of each subject's responses. Also, where questionnaires were used, the average and standard deviation of the passenger reactions to the total flight are given.

Motion Power Spectra

Power spectra were computed for two frequency ranges, 0 - 12 Hz and 0 - 2.5 Hz. The first set of power spectra (0 - 12 Hz) are normalized and averaged from selected points of the flight test data. A typical plot is shown in Figure 6a. The spectra for all degrees of freedom are given in Appendix B. The criteria for the selection of points were as follows:

TABLE III

SUBJECT PROFILES

Subject	Sex	Age	Profession	Number of Flight Segments
A	M	25	Research Engineer	171
B	M	24	Research Engineer	33
C	M	29	Engineer/Professor	19
D	M	24	Research Engineer	13
E	M	29	Engineer/Professor	6
F	M	40	Professor	2
G	M	39	Professor	2
H	M	32	Engineer/Professor	1
I	M	30	Professor	1
J	M	44	Engineer/Professor	1
K	M	51	Engineer/Professor	2
L	M	21	Student	12
M	M	35	Human Factors Engineer	13
N	M	30	Research Engineer	11
O	M	24	Research Engineer	4
P	F	32	Secretary	4

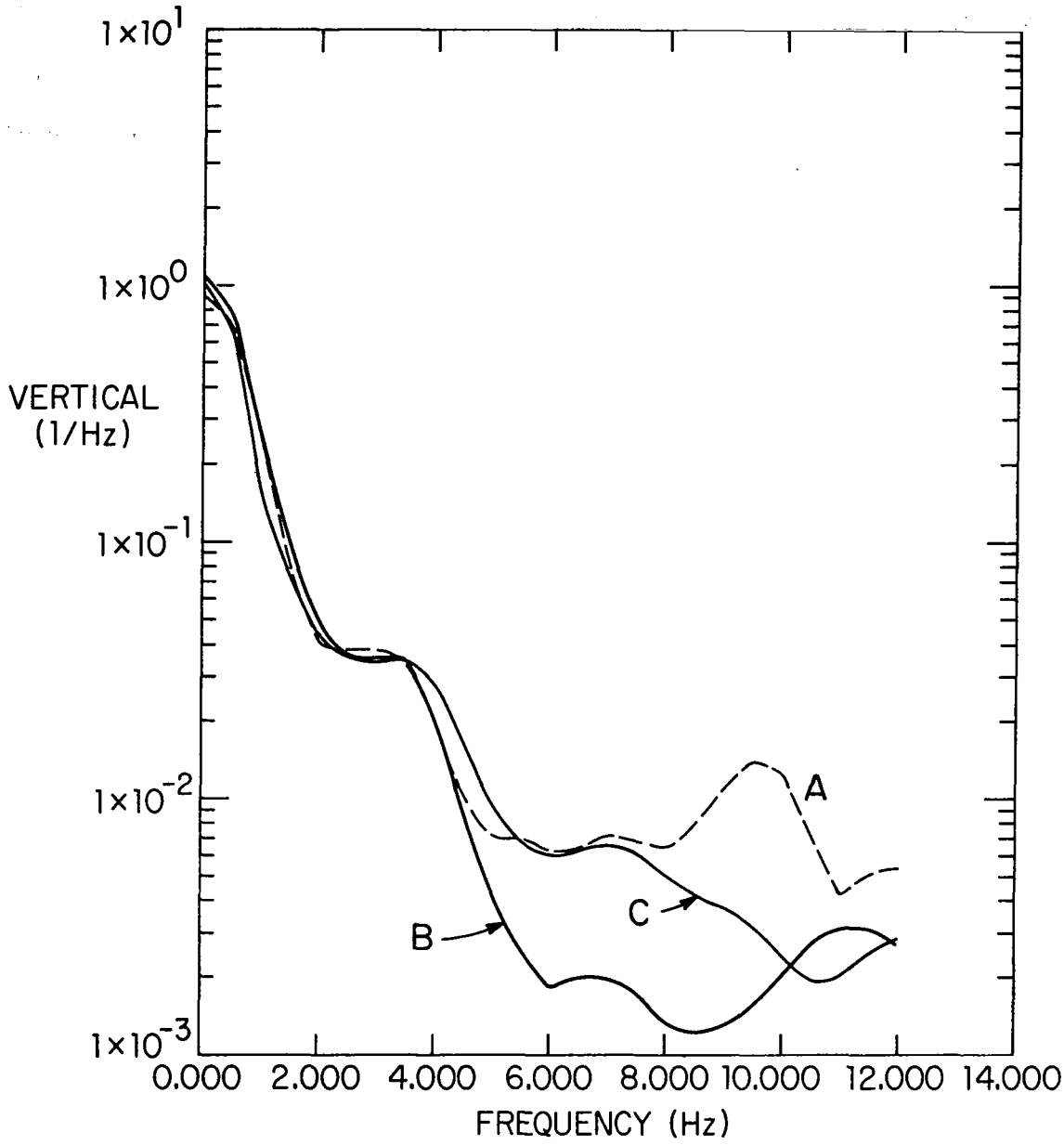

FIGURE 6a. AVERAGE NORMALIZED VERTICAL POWER SPECTRA
(0 - 12 Hz)

1. Cruise portion of the flight;

2. The overall intensity of motion significantly larger than the instrumentation noise.

A power spectrum was computed for each data point using the LRC Time Series Analysis Program (2). The raw spectra were then normalized on the area under the curves (mean square value) to eliminate the effects of varying intensities and were log averaged as follows. Let $P_N(f)$ be a power spectrum for the nth point (f is the frequency). Then $P_N'(f)$, the normalized spectrum, is given by

$$P_N'(f) = \frac{P_N(f)}{\int_0^{12} P_N(f)\, df} .$$

The log-averaged spectrum is

$$\overline{P}(f) = \log^{-1}\left[\frac{1}{K}\sum_{N=1}^{K} \log P_N'(f)\right]$$

where $\overline{P}(f)$ is the normalized-averaged spectrum and K is the number of data points used.

These spectra indicate that the major contribution to the rms accelerations occurs in the 0 - 2.5 Hz frequency range. The only exceptions to this trend are the angular acceleration data for Aircrafts A, B, and C.

Because of the dominance of the low frequency range, another set of spectra were computed to examine the low frequency range in detail (Appendix B). These spectra were analyzed in a similar manner as the others; however, these were first log averaged and then normalized on the area between 0 and 2.5 Hz. Figures 6b and 6c show a sample of the raw unaveraged data along with an averaged normalized curve to illustrate the spread in the data.

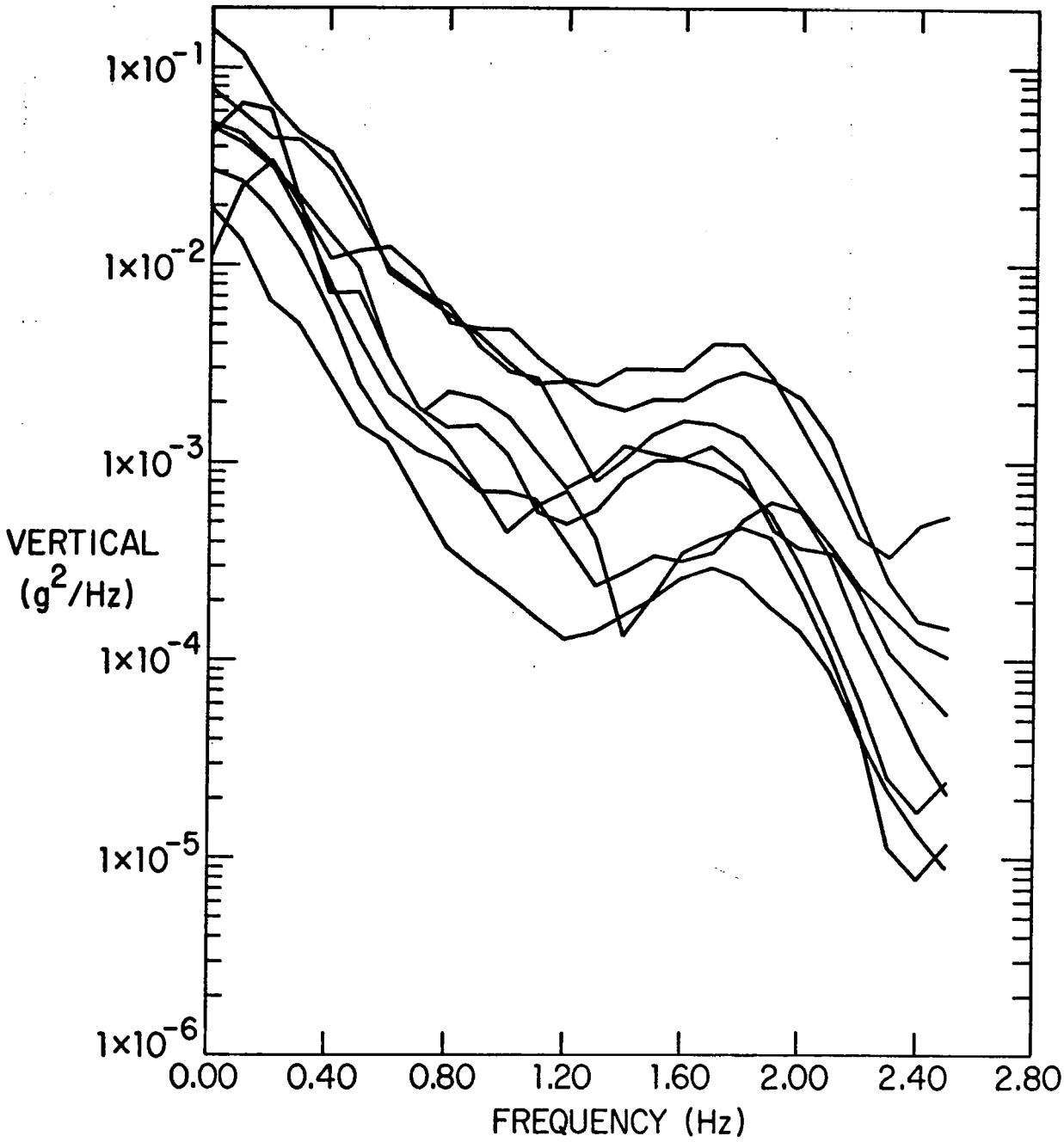

FIGURE 6b. UNNORMALIZED VERTICAL POWER SPECTRA, AIRCRAFT B (0 - 2.5 Hz)

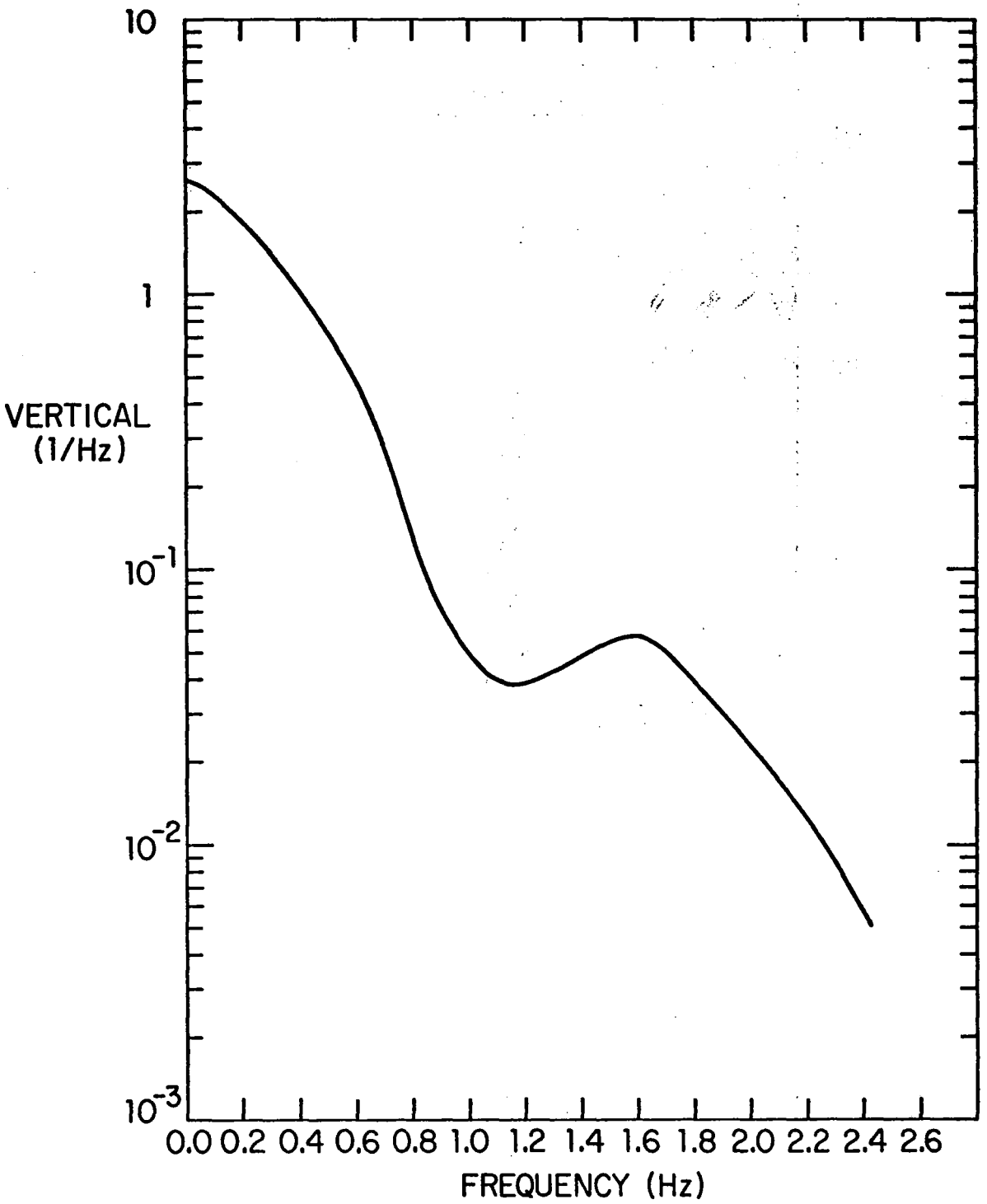

FIGURE 6c. AVERAGE NORMALIZED VERTICAL POWER SPECTRA, AIRCRAFT B (0 - 2.5 Hz)

Motion Scattergrams

Since most of the motion of the aircraft is in the vertical and transverse directions and passenger comfort is most heavily dependent on these two modes of motion, a vertical-transverse scattergram gives information about the ride quality of an aircraft (4),(5). Plots for each of the aircraft are given in Appendix C. A typical scattergram is shown in Figure 7.

The abscissa of each figure is lateral acceleration, and the ordinate is vertical acceleration. Each point on the graph represents a short interval (10 - 30 sec) of time where the vertical and transverse rms accelerations were measured. The density of points in a region is an indication of frequency of occurrence of the value of transverse and vertical acceleration found in this region.

Correlation Coefficients

Due to the isotropic nature of atmospheric turbulence and the coupling of some aircraft motions, the various degrees of freedom of motion do not occur independently. The cross-correlation coefficient indicates the amount of dependence each variables has on another. Table IV gives the correlation coefficients for each degree of freedom computed for all aircraft data using the rms values of motion. There is significant coupling, particularly with roll rate. The most closely interdependent are: yaw and roll; pitch and roll; vertical and roll; vertical and pitch; transverse and roll; and transverse and yaw.

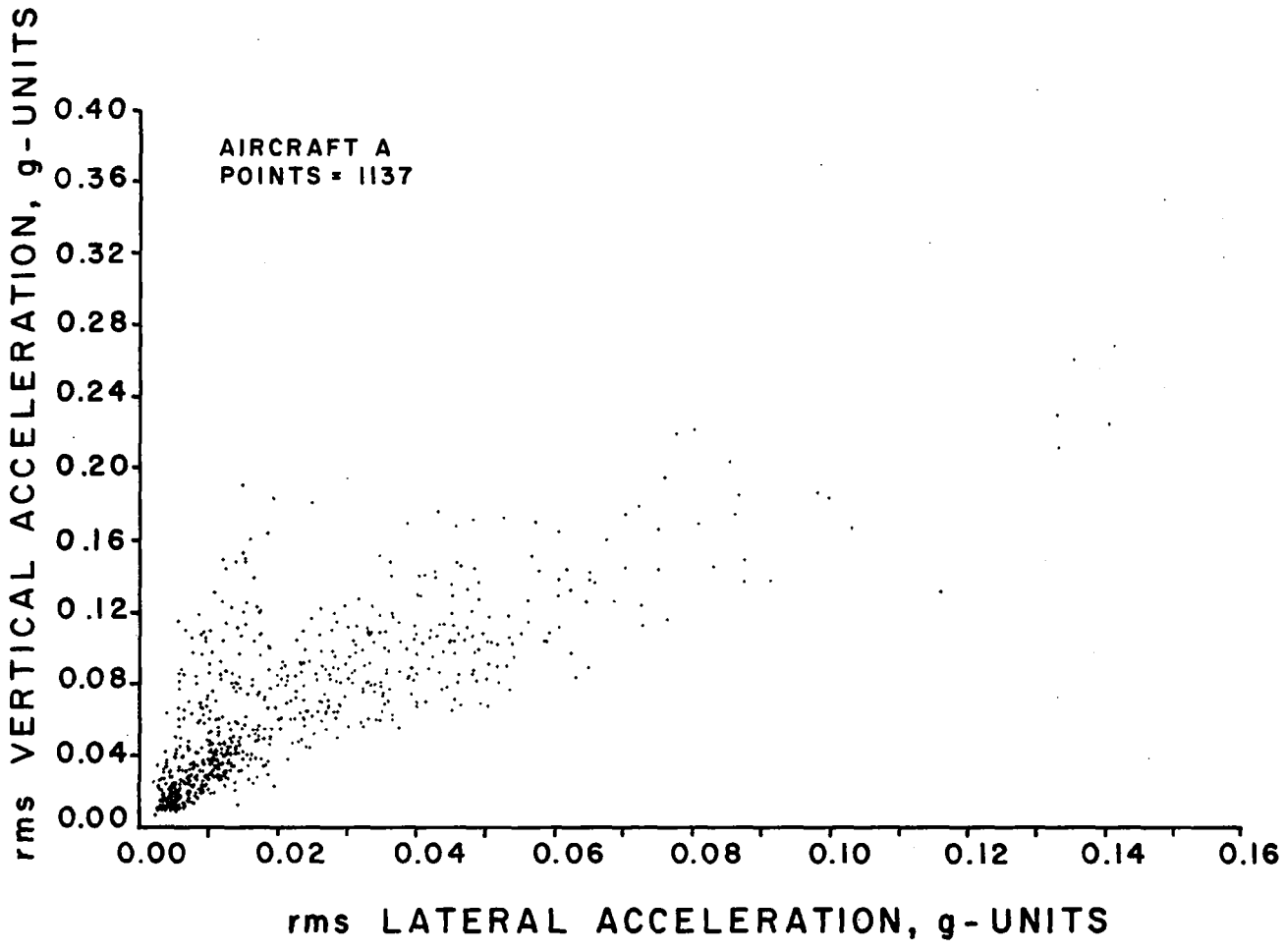

FIGURE 7. VERTICAL-LATERAL ACCELERATION SCATTERGRAM

TABLE IV

CROSS-CORRELATION COEFFICIENTS

	Pitch Accel.	Roll Accel.	Yaw Accel.	Trans. Accel.	Long. Accel.	Vert. Accel.	Pitch Rate	Roll Rate	Yaw Rate
Pitch Acceleration	1.0	.84	.37	.20	.12	.03	-	-	-
Roll Acceleration		1.0	.44	.35	.18	.16	-	-	-
Yaw Acceleration			1.0	.47	.20	.34	-	-	-
Transverse Acceleration				1.0	.35	.80	.78	.86	.83
Longitudinal Acceleration					1.0	.40	.55	.44	.46
Vertical Acceleration						1.0	.86	.88	.79
Pitch Rate							1.0	.88	.85
Roll Rate								1.0	.90
Yaw Rate									1.0

Probability Distributions

An analysis was made to determine the probability of occurrence distributions for the motion variables. The randomly-selected data points analyzed are the same as those used to compute the power spectra. When normalized on total rms level, the distributions closely follow the normal distribution. Figure 8 illustrates this for vertical acceleration on Aircraft D. The abscissa is the nondimensionalized vertical acceleration, α, obtained from

$$\alpha = \frac{a-\mu}{\sigma}$$

where a is the dimensional acceleration, μ the mean acceleration, and σ the rms acceleration (mean biased out). Normalizing the data in this way compensates for the effect of varying mean accelerations and rms accelerations for different flight conditions. The data are displayed as a cumulative distribution, the ordinate being the fraction of the time that the acceleration is less than the value of α specified. The dotted lines are actual flight data; the solid line is the nondimensionalized Gaussian distribution. As can be seen, the data match the normal curve well and it appears that the assumption of normality for the distribution of airplane motion is a good one.

Noise Measurements

Noise levels were taken on board the aircraft with a sound-level meter. Values have been recorded for takeoff, climb, cruise, and descent. Unfortunately, the data from the two different flight test programs is not directly comparable. Early in the program a "C" weighting scale was used while later

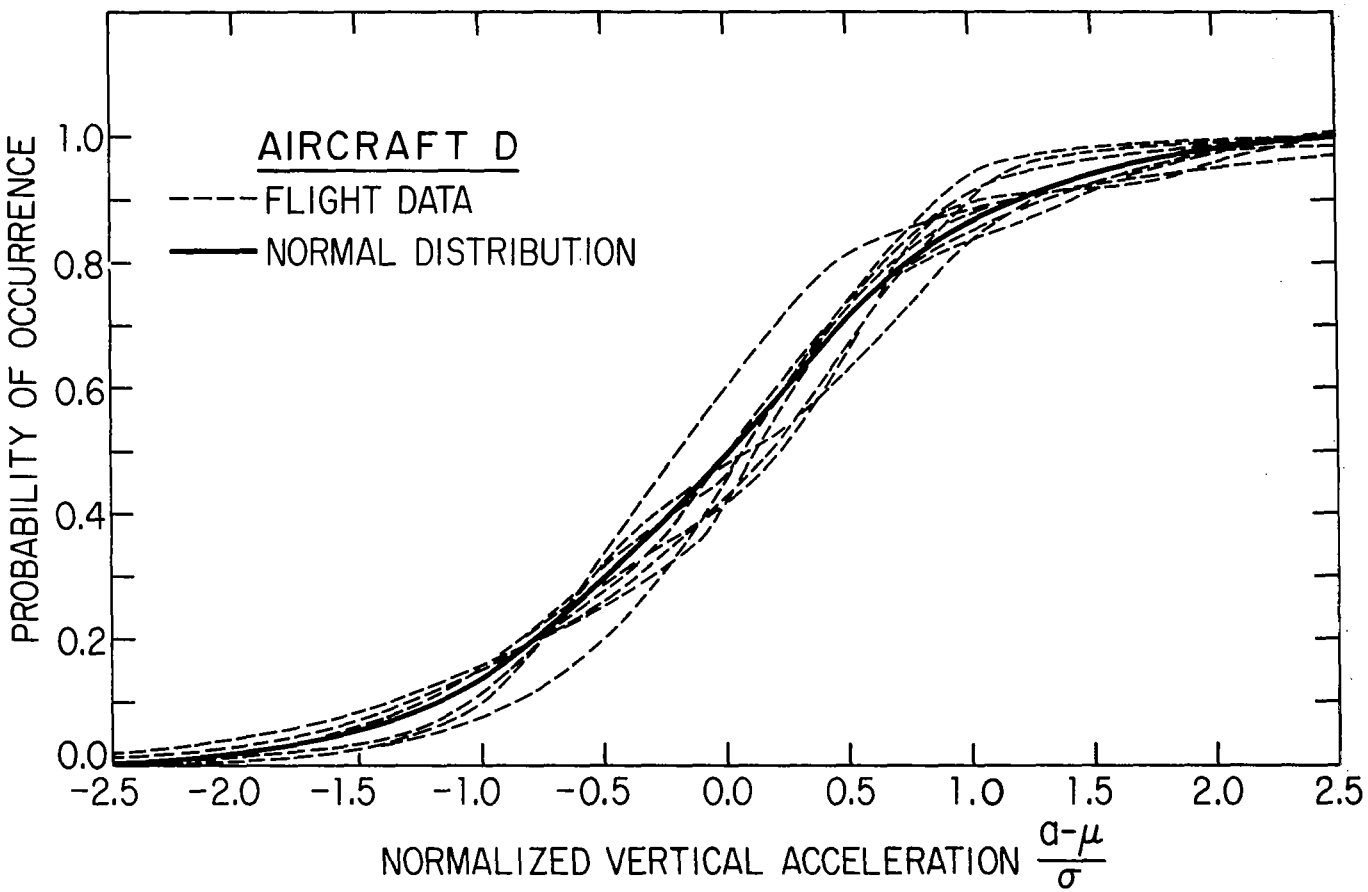

FIGURE 8. NORMALIZED CUMULATIVE PROBABILITY DISTRIBUTION--VERTICAL ACCELERATION

In the program an "A" scale was adopted. An approximate correction was made to specify all levels using the "A" weighted scale.

The data indicate, as expected, that the noise is loudest on takeoff and climbout when the engines are set for maximum power. Cruise noise levels for the three smaller aircraft were approximately 85 dB(A), while the larger aircraft were somewhat quieter at about 80 dB(A), as shown in Table V.

TABLE V

NOISE LEVELS IN AIRCRAFT

dB(A)

	Takeoff	Climb	Cruise	Descent
Aircraft A	88 ± 5	83 ± 5	79 ± 5	72 ± 5
Aircraft B	80 ± 5	80 ± 5	80 ± 5	80 ± 5
Aircraft C	90 ± 5	84 ± 5	77 ± 5	75 ± 5
Aircraft D	95 ± 10	88 ± 3	87 ± 2	88 ± 4
Aircraft E	92 ± 4	87 ± 3	86 ± 3	83 ± 5
Aircraft F	89 ± 3	84 ± 4	86 ± 2	78 ± 4

APPENDIX A

rms MOTION/SUBJECTIVE RESPONSE DATA SHEETS

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TABLE A-1

CODE DEFINITIONS

DATE	Month, day, year
FLT. NO.	Flight number
TER	Terrain; can be "FLAT", "HILLY" or "MOUNT."
ORIG*	Origin of the flight segment
DEST*	Destination of the flight segment
TOD	Time of departure
TOA	Time of arrival; these are the scheduled times unless otherwise noted in the flight logs
AIRCRAFT	Y - Aircraft A F - Aircraft B B - Aircraft C T - Aircraft D T2 - Aircraft D T3 - Aircraft D N - Aircraft E V - Aircraft F
SUBJ	Subject one/subject two
AIRSPD †	Airspeed given in knots
ALT †	Altitude in feet
WEATHER†	CLEAR CLOUDY SNOW FOG TURB - turbulent RAIN L. TURB - light turbulent
WINDSPD †	Windspeed in knots
WINDDIR †	Wind direction in degrees

*See Table A-2 for airport codes.

†As reported by pilot; for more precise information, Daily Weather Maps can be consulted.

TABLE A-2

ORIGIN-DESTINATION ABBREVIATIONS

AIY	Atlantic City, New Jersey
BAL	Baltimore, Maryland
CHO	Charlottesville, Virginia
CRW	Charleston, West Virginia
DCA	Washington, D.C., National Airport
EWR	Newark, New Jersey
HSP	Hot Springs, Virginia
LWB	Greenbrier, West Virginia
LYH	Lynchburg, Virginia
ORF	Norfolk, Virginia
PHF	Newport News, Virginia
PHL	Philadelphia, Pennsylvania
PNE	Philadelphia, Pennsylvania, Northeast Airport
RIC	Richmond, Virginia
ROA	Roanoke, Virginia
SHD	Staunton, Virginia
TTN	Trenton, New Jersey
WWD	Cape May, New Jersey

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
011772	242	CHO	DCA	HILLY	1032	1107	F	A

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
A1002	0.00	.0550	.4460	.0114	.0138	.0256	.0637	4	
A1003	1.45	.0281	.4318	.0119	.0071	.0048	.0201	3	
A1004	5.48	.0135	.3613	.0117	.0042	.0050	.0163	3	
A1005	9.58	.0156	.4296	.0110	.0045	.0039	.0094	3	
A1006	13.80	.0185	.3812	.0113	.0049	.0028	.0085	3	
A1007	17.62	.0361	.3808	.0106	.0078	.0048	.0159	3	
A1008	18.58	.0339	.1658	.0104	.0080	.0083	.0342	4	
A1009	19.93	.0366	.1430	.0103	.0091	.0042	.0267	4	
A1010	21.12	.0931	.3960	.0099	.0199	.0093	.0744	4	
A1011	21.70	.0998	.3809	.0102	.0227	.0129	.0732	4	
A1012	22.90	.0674	.3705	.0097	.0157	.0111	.0697	4	
A1014	24.40	.2098	.7170	.0092	.0412	.0464	.0576	4	

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.0684	.3970	.0108	.0148	.0145	.0454

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	3.5833	
STAND. DEV.	.4930	

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
811772	935	DCA	CHO	HILLY	1330	1407	Y	A

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B2015	0.00	1.1552	1.4401	.1258	.0261	.0098	.0704	2	
B2016	3.25	1.2580	1.4055	.1213	.0091	.0203	.0444	3	
B2017	7.18	1.2498	1.3381	.1093	.0150	.0083	.0383	3	
B2018	8.52	1.2550	1.3265	.1168	.0098	.0073	.0290	3	
B2019	10.12	1.2633	1.2276	.1605	.0129	.0083	.0378	3	
B2020	12.60	1.2635	1.2404	.1532	.0118	.0080	.0354	3	
B2021	16.52	1.2510	1.2924	.1329	.0108	.0096	.0383	3	
B2022	20.52	1.1203	1.3325	.1042	.0111	.0087	.0431	3	
B2023	24.18	.4370	1.3359	.0833	.0263	.0048	.0595	4	
B2024	24.62	.6321	1.5225	.0586	.0168	.0226	.0481	3	
B2025	25.58	.7130	1.5298	.1082	.0398	.0070	.1047	5	
B2026	25.93	.7023	1.5268	.1240	.0434	.0131	.0865	4	
B2027	26.65	1.5959	1.0655	.3170	.0625	.0633	.0971	4	

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	1.1444	1.3597	.1318	.0214	.0173	.0529

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	3.3077	
STAND. DEV.	.7216	

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
011772	935	CHO	HSP	MOUNT.	1422	1449	Y	A

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B3028	0.00	1.4917	1.1225	.9801	.0877	.0395	.1493	4	
B3029	1.12	1.2427	1.4417	.1036	.0138	.0053	.0412	2	
B3030	5.08	1.2369	1.5435	.1102	.0099	.0064	.0383	3	
B3031	9.17	1.2443	1.0878	.1552	.0128	.0058	.0433	3	
B3032	11.65	1.2486	1.2798	.1440	.0132	.0058	.0450	3	
B3033	13.00	1.2449	1.4175	.1185	.0111	.0053	.0405	3	
B3034	16.17	1.1982	1.2428	.0714	.0108	.0044	.0281	3	
B3035	17.00	1.2169	1.3705	.0792	.0112	.0047	.0289	2	
B3036	18.97	.3590	1.3443	.0334	.0074	.0029	.0355	3	
B3037	20.92	.4786	1.5754	.0392	.0064	.0230	.0258	3	
B3038	22.15	.5833	1.2500	.1234	.0519	.0107	.0807	4	
B3039	22.62	.6173	1.4297	.0370	.0092	.0181	.0213	2	
B3040	23.83	.6111	1.4381	.0539	.0170	.0129	.0282	3	
B3041	24.47	.7214	1.4008	.1253	.0378	.0262	.1033	3	
B3042	25.20	1.2510	1.3427	.2021	.0465	.0802	.0684	4	

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	1.0229	1.3773	.1769	.0249	.0224	.0540

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	3.0000	
STAND. DEV.	.6325	

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
011772	934	HSP	CHO	MOUNT.	1525	1551	Y	A

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B4048	0.00	1.0623	1.3527	.1275	.0256	.0252	.0823	4	
B4049	.48	1.0601	1.4242	.0818	.0246	.0117	.0444	3	
B4050	3.07	1.1899	1.3495	.0535	.0039	.0087	.0246	2	
B4051	5.43	1.2329	1.3894	.0873	.0102	.0113	.0300	3	
B4052	7.33	1.2140	1.4170	.0653	.0080	.0097	.0282	3	
B4053	10.98	1.2219	1.2741	.0970	.0068	.0119	.0313	3	
B4054	15.00	.6079	1.4152	.1002	.0273	.0071	.0669	4	
B4055	15.82	.5008	1.5121	.0707	.0172	.0060	.0511	3	
B4056	16.67	.7207	1.5094	.0851	.0252	.0076	.0523	4	
B4057	18.07	.4820	1.5359	.0552	.0185	.0086	.0664	3	
B4058	18.90	.6962	1.5227	.1161	.0313	.0129	.1017	4	
B4059	19.25	.7218	1.6444	.1247	.0440	.0222	.0979	3	

SUMMARY --	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.9698	1.4356	.0869	.0216	.0119	.0550

SUBJECTIVE EVALUATION --	SUBJ1	SUBJ2
AVERAGE	3.2500	
STAND. DEV.	.5951	

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
011972	900	ROA	LYH	HILLY	0940	1000	Y	A

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B1060	0.00	1.4128	1.3316	.2675	.0494	.0436	.0692	3	
B1061	.62	.0032	.0028	.0083	.0366	.0250	.0603	2	
B1063	3.58	.0030	.0032	.0069	.0079	.0102	.0355	2	
B1064	5.53	.0029	.0030	.0065	.0125	.0048	.0307	2	
B1065	7.70	.0031	.0020	.0058	.0132	.0053	.0411	3	
B1066	9.65	.0026	.0016	.0060	.0039	.0035	.0342	2	
B1067	10.33	.0027	.0017	.0061	.0189	.0073	.0492	3	
B1068	11.62	.0026	.0017	.0068	.0230	.0168	.0479	3	
B1069	12.88	.0025	.0020	.0077	.0340	.0775	.0759	3	

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.3427	.3230	.0652	.0234	.0301	.0494

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	2.5556	
STAND. DEV.	.4969	

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
011972	900	LYH	RIC	HILLY	1012	1043	Y	A

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B2072	0.00	.2355	.4971	.0644	.0160	.0110	.0381	3	
B2073	2.00	.3288	.4888	.0174	.0040	.0117	.0117	2	
B2074	4.07	.3658	.5395	.0350	.0109	.0131	.0192	2	
B2075	6.13	.3797	.5666	.0185	.0049	.0129	.0245	2	
B2076	8.05	.3846	.6704	.0200	.0050	.0134	.0249	2	
B2077	10.17	.3538	.6393	.0205	.0057	.0119	.0159	2	
B2078	11.95	.3983	.6900	.0270	.0065	.0136	.0109	2	
B2079	14.03	.3591	.6490	.0254	.0077	.0118	.0140	2	
B2080	16.08	.4478	.7667	.0462	.0157	.0151	.0345	3	
B2081	16.92	.4477	.7269	.0537	.0165	.0150	.0247	3	
B2082	17.67	.4482	.7533	.0548	.0176	.0153	.0382	3	
B2083	18.18	.3797	.7495	.0472	.0134	.0121	.0343	3	
B2084	19.13	.1622	.5293	.0849	.0221	.0057	.0472	3	
B2085	20.03	.1170	.5203	.0383	.0112	.0226	.0331	3	
B2086	21.85	.1518	.4382	.0680	.0236	.0344	.0613	3	

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.3458	.6233	.0445	.0130	.0158	.0312

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	2.5333	
STAND. DEV.	.4989	

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
011972	900	RIC	PHF	FLAT	1058	1121	Y	A

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B3089	0.00	.2882	.5916	.0783	.0180	.0123	.0549	3	
B3090	.77	.2032	.4904	.0283	.0084	.0084	.0166	2	
B3091	2.73	.2304	.4543	.0158	.0030	.0093	.0106	2	
B3092	4.75	.4892	.6634	.0177	.0052	.0167	.0116	2	
B3094	7.42	.4346	.7467	.0336	.0090	.0127	.0192	2	
B3095	8.77	.1261	.5834	.0317	.0072	.0356	.0702	3	
B3096	9.63	.1424	.5814	.0441	.0105	.0063	.0293	3	
B3097	10.42	.2564	.6542	.1419	.0504	.0129	.1036	4	
B3098	10.90	.1889	.5336	.1069	.0400	.0142	.1074	4	
B3099	11.40	.1764	.4666	.0831	.0333	.0156	.0915	3	

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.2834	.5865	.0674	.0229	.0161	.0604

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	2.8000	
STAND. DEV.	.7483	

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
011972	900	PHF	ORF	FLAT	1133	1148	Y	A

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B4003	0.00	.2934	.6189	.0456	.0115	.0124	.0328	2	
B4004	2.05	.3983	.6661	.0343	.0115	.0150	.0264	2	
B4005	3.94	.1110	.4059	.0295	.0103	.0037	.0191	2	
B4006	5.33	.1937	.5639	.0863	.0213	.0088	.0818	3	
B4007	5.84	.1704	.4551	.0906	.0357	.0165	.0879	4	
B4008	6.55	.1503	.3685	.0640	.0238	.0164	.0566	3	

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.2397	.5210	.0626	.0218	.0137	.0565

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	2.6667	
STAND. DEV.	.7454	

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
011972	929	ORF	RIC	FLAT			Y	A

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B5011	0.00	.6023	1.1687	.1478	.0349	.0310	.0811	3	
B5012	1.19	.2647	.5355	.1049	.0366	.0129	.0630	3	
B5013	1.71	.2906	.5400	.0831	.0302	.0126	.0563	3	
B5014	2.39	.2459	.4672	.0369	.0139	.0109	.0209	2	
B5015	3.38	.2537	.5161	.0267	.0096	.0099	.0232	2	
B5016	4.51	.1901	.5302	.0157	.0032	.0088	.0272	2	
B5017	6.29	.3901	.5745	.0317	.0082	.0153	.0195	2	
B5018	8.22	.5025	.6357	.0282	.0058	.0178	.0166	3	
B5019	10.19	.4424	.6326	.0207	.0056	.0158	.0195	2	
B5020	11.13	.4417	.6195	.0257	.0056	.0158	.0162	3	
B5021	12.15	.4590	.6621	.0448	.0113	.0163	.0373	3	
B5022	12.74	.4521	.6662	.0416	.0105	.0159	.0359	3	
B5023	14.15	.4713	.6691	.0199	.0048	.0164	.0137	2	
B5024	15.23	.4357	.6695	.0201	.0047	.0154	.0284	2	
B5025	16.21	.4386	.6686	.0201	.0044	.0155	.0173	2	
B5026	17.21	.3860	.6596	.0395	.0090	.0143	.0238	3	
B5027	18.06	.4196	.6624	.0225	.0054	.0145	.0105	2	
B5028	20.01	.0649	.4885	.0221	.0059	.0024	.0171	2	
B5029	20.53	.1692	.4963	.1031	.0307	.0080	.0861	3	
B5030	20.93	.1257	.4170	.0897	.0281	.0076	.0646	3	
B5031	21.57	.1490	.4884	.0908	.0268	.0163	.0745	3	
B5032	22.25	.1384	.4983	.0880	.0258	.0147	.0646	3	
B5033	22.98	.1074	.4153	.0632	.0241	.0103	.0449	2	
B5034	23.79	.1155	.4413	.0574	.0142	.0101	.0580	3	

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.3612	.6082	.0587	.0174	.0147	.0424

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	2.5417	
STAND. DEV.	.4983	

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
011972	929	RIC	LYN	HILLY			Y	A

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B6037	0.00	.3811	.8802	.1275	.0297	.0270	.0730	3	
B6038	.97	.3160	.6254	.0832	.0270	.0144	.0548	3	
B6039	1.47	.2774	.5723	.0868	.0237	.0125	.0603	3	
P6040	2.21	.2958	.6705	.1501	.0563	.0167	.1144	4	
B6041	2.77	.2516	.5302	.0965	.0274	.0130	.0681	3	
B6042	4.50	.2822	.5829	.0537	.0182	.0114	.0349	2	
B6043	6.62	.3587	.5930	.0449	.0036	.0132	.0122	2	
B6044	8.58	.3531	.7155	.1094	.0048	.0133	.0149	2	
B6045	10.41	.3206	.7175	.2531	.0058	.0130	.0128	3	

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.3190	.6741	.1347	.0267	.0160	.0587

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	2.7778	
STAND. DEV.	.6285	

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
012072	915	CHO	DCA	HILLY	0823	0858	Y	C/A

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B1054	0.00	.2197	.3317	.0341	.0099	.0133	.0272	2	2
B1055	4.05	.2683	.2899	.0159	.0041	.0108	.0112	2	2
B1056	8.06	.2385	.3052	.0553	.0102	.0115	.0420	3	2
B1057	12.03	.2500	.4011	.0461	.0058	.0112	.0112	2	2
B1058	15.15	.2337	.4329	.0731	.0168	.0111	.0386	3	3
B1059	16.02	.2256	.4032	.0420	.0076	.0102	.0232	2	2
B1060	20.06	.3134	.5572	.0301	.0081	.0114	.0176	2	2
B1061	22.40	.1652	.3473	.0835	.0149	.0039	.0381	4	4
B1062	23.98	.0692	.2019	.0600	.0082	.0120	.0802	2	4
B1063	28.22	.1524	.3173	.0538	.0190	.0131	.0551	2	2

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.2238	.3736	.0508	.0107	.0113	.0417

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	2.4000	2.5000
STAND. DEV.	.6633	.8062

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
812072	921	DCA	ORF	FLAT			Y	C/A

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B2066	0.00	.2039	.3736	.0385	.0124	.0144	.0869	2	2
B2067	3.91	.2248	.3915	.0372	.0070	.0116	.0193	3	2
B2068	7.99	.2974	.4569	.0346	.0078	.0106	.0230	3	2
B2069	11.86	.2200	.3336	.0187	.0036	.0113	.0167	2	2
B2070	16.03	.3120	.4576	.0265	.0057	.0115	.0181	2	2
B2071	19.72	.2917	.4429	.0285	.0070	.0108	.0150	2	2
B2072	23.65	.2368	.4628	.0235	.0058	.0099	.0105	2	2
B2073	27.63	.2897	.5147	.0406	.0106	.0139	.0391	3	3
B2074	31.50	.2411	.4888	.0335	.0060	.0095	.0177	2	2
B2075	35.68	.2423	.4748	.0262	.0053	.0102	.0091	2	2
B2076	39.34	.1334	.4896	.0433	.0085	.0050	.0584	3	4
B2077	40.95	.1312	.4246	.0889	.0375	.0082	.0556	3	4
B2078	41.82	.1607	.3929	.0709	.0286	.0055	.0647	3	4

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.2401	.4339	.0393	.0122	.0111	.0429

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	2.4615	2.5385
STAND. DEV.	.4985	.8427

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
012072	929	ORF	RIC	FLAT			Y	C/A

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B3083	0.00	.8428	1.2168	.0691	.0152	.0174	.0571	3	4
B3084	.77	.8981	.8416	.0541	.0140	.0114	.0449	2	3
B3085	3.61	.8479	.5421	.0280	.0053	.0095	.0216	2	3
B3086	7.55	.4362	.6532	.0326	.0042	.0120	.0135	2	2
B3087	11.63	.3364	1.0355	.0321	.0065	.0111	.0135	2	2
B3088	15.47	.2712	.4943	.0303	.0031	.0105	.0151	3	3
B3089	19.49	.0930	.5207	.0579	.0062	.0213	.0321	3	3

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.6031	.8164	.0452	.0089	.0135	.0319

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	2.4286	2.8571
STAND. DEV.	.4949	.6389

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
812072	929	RIC	LYH	HILLY			Y	C/A

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
84092	0.00	.5990	1.1364	.0236	.0045	.0139	.0192	2	2
84093	3.95	.5045	.9694	.0372	.0084	.0089	.0347	3	3
84094	8.00	.9732	1.5771	.0314	.0055	.0125	.0155	3	2
84095	11.83	.5877	1.4021	.0327	.0072	.0090	.0147	3	3
84096	15.74	.7220	1.6016	.0308	.0059	.0099	.0220	3	2
84097	18.40	.5630	1.5483	.0533	.0115	.0089	.0352	4	4
84098	19.65	.6540	1.4941	.0518	.0114	.0097	.0514	3	3
84099	20.30	.7304	1.6107	.0687	.0140	.0107	.0416	4	4
84100	21.05	.3815	1.3918	.0655	.0102	.0072	.0353	3	4
84101	23.47	.4774	1.3285	.1311	.0094	.0087	.0285	3	4
84102	24.51	.4245	1.1162	.1764	.0097	.0097	.0241	3	3
84103	25.47	.3550	1.0437	.4054	.0147	.0134	.0321	4	4
84104	34.42	.1847	.9241	.5752	.0056	.0059	.1148	4	5

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.6164	1.3670	.1618	.0092	.0102	.0385

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	3.2308	3.3077
STAND. DEV.	.5756	.9102

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
812572	242	CHO	DCA	HILLY	1032	1107	F	A

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
A1002	0.00	.0866	.6955	.1861	.0380	.0244	.1028	3	
A1003	1.48	.0721	.5813	.0771	.0254	.0099	.0707	3	
A1004	2.63	.1352	.7355	.1403	.0523	.0122	.1444	4	
A1005	3.22	.1126	.6561	.1080	.0412	.0102	.1135	3	
A1006	4.18	.1878	.7437	.1730	.0628	.0142	.1413	4	
A1007	4.93	.1901	.7070	.1461	.0553	.0113	.1643	4	
A1008	6.08	.3058	.7731	.3140	.0493	.0150	.1446	5	
A1009	6.53	.0734	.6191	.0690	.0220	.0051	.0740	2	
A1010	8.47	.0647	.5901	.0801	.0261	.0063	.0428	3	
A1011	10.48	.0345	.5632	.0331	.0090	.0034	.0220	2	
A1012	12.50	.0274	.5037	.0266	.0060	.0054	.0276	2	
A1013	13.17	.0576	.5582	.0457	.0140	.0048	.0739	3	
A1014	13.77	.0417	.5199	.0492	.0150	.0047	.0372	3	
A1015	14.57	.0390	.5224	.0351	.0101	.0042	.0350	3	
A1016	16.10	.0855	.5871	.1012	.0351	.0076	.0738	4	
A1017	16.67	.1280	.7293	.1532	.0477	.0108	.1024	4	
A1018	17.35	.1590	.7998	.1788	.0605	.0139	.1563	4	
A1019	17.73	.1943	.8002	.2059	.0644	.0145	.1544	4	
A1020	18.32	.1230	.7477	.1544	.0511	.0115	.1176	3	
A1021	20.22	.1415	.7149	.1511	.0534	.0139	.1312	4	
A1022	20.68	.1362	.7420	.1437	.0499	.0107	.1344	4	
A1023	21.30	.1579	.8008	.2155	.0743	.0129	.1604	4	
A1024	21.98	.1239	.8480	.1442	.0534	.0191	.1595	4	
A1025	22.62	.1226	.7427	.1408	.0462	.0129	.1128	3	
A1026	24.40	.1049	.7284	.1097	.0438	.0248	.0821	3	

SUMMARY --	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.1195	.6755	.1324	.0420	.0125	.1072

SUBJECTIVE EVALUATION --	SUBJ1	SUBJ2
AVERAGE	3.4000	
STAND. DEV.	.7483	

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
012572	959	DCA	SHD	HILLY	1125	1207	Y	A

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B2031	0.00	.5362	.9455	.2928	.0723	.0386	.1791	4	
B2032	.62	.3593	.7636	.2037	.0607	.0184	.1647	4	
B2033	1.88	.3069	.6532	.1464	.0458	.0200	.1678	4	
B2034	3.87	.2631	.4853	.0607	.0141	.0081	.0587	3	
B2035	5.83	.2500	.6040	.0976	.0287	.0102	.0887	3	
B2036	7.60	.3984	.7810	.2107	.0727	.0139	.1238	4	
B2037	7.97	.4070	.8637	.2359	.0810	.0176	.1693	4	
B2038	9.77	.3322	.6550	.0763	.0234	.0041	.0492	3	
B2039	11.77	.3784	.6458	.0992	.0207	.0087	.0925	4	
B2040	12.50	.2750	.5183	.0548	.0200	.0058	.0794	4	
B2041	13.80	.2909	.5781	.0359	.0103	.0069	.0378	2	
B2042	15.70	.2692	.7323	.0946	.0280	.0071	.0891	4	
B2043	16.40	.3463	.8040	.2002	.0728	.0114	.1126	4	
B2044	17.67	.3000	.6935	.0356	.0080	.0038	.0241	3	
B2045	19.63	.2000	.6075	.0281	.0060	.0029	.0168	2	
B2046	21.60	.1903	.5288	.0192	.0036	.0019	.0163	2	
B2047	23.73	.2088	.4100	.0239	.0059	.0157	.0209	3	
B2048	24.77	.3121	.6306	.1657	.0483	.0173	.1713	4	
B2049	25.53	.3249	.6224	.1165	.0376	.0108	.1143	4	
B2050	25.03	.6210	1.1945	.5188	.1416	.0419	.2697	5	
B2051	26.28	.2343	.6171	.0787	.0269	.0178	.0883	3	
B2052	27.52	.1716	.6044	.0438	.0087	.0036	.0215	3	
B2053	29.47	.2562	.6228	.0211	.0045	.0036	.0176	3	
B2054	31.52	.1621	.5711	.0271	.0039	.0019	.0146	3	
B2055	33.15	.2557	.7971	.1372	.0323	.0138	.0773	4	
B2056	33.65	.1862	.6816	.1124	.0289	.0083	.0688	3	
B2057	34.42	.1829	.6494	.1126	.0348	.0115	.1182	4	
B2058	35.35	.1780	.6807	.1055	.0361	.0074	.0982	4	
B2059	37.07	.2279	.8485	.1226	.0348	.0081	.1515	4	
B2060	37.77	.2140	.8452	.1254	.0405	.0298	.1401	4	
B2061	39.15	.1830	.7808	.1140	.0340	.0156	.1033	4	

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.2788	.6830	.1278	.0384	.0140	.1034

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	3.5161	
STAND. DEV.	.7126	

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
012572	959	SHD	MSP	MOUNT.	1223	1248	Y	A

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B3064	0.00	.5680	.8475	.2614	.0536	.0317	.0767	4	
B3065	.52	.4501	.8846	.2692	.0876	.0176	.1372	4	
B3066	1.53	.3617	.7810	.1343	.0413	.0135	.1406	4	
B3067	3.57	.4051	.7560	.1628	.0578	.0142	.1429	4	
B3068	5.50	.4977	.9344	.3373	.1032	.0215	.1670	5	
B3069	6.17	.5982	1.1832	.5389	.1335	.0206	.2123	5	
B3070	7.00	.4860	1.0139	.3415	.1357	.0228	.2621	5	
B3071	7.78	.2480	.7829	.2563	.0983	.0145	.1870	4	
B3072	8.55	.2358	.8007	.2129	.0704	.0130	.1449	5	
B3073	10.27	.1972	.8103	.1522	.0331	.0078	.1089	4	
B3074	11.13	.1807	.7660	.1549	.0449	.0215	.1031	4	
B3076	13.02	.3494	.8738	.3500	.0778	.0162	.2196	5	
B3077	13.42	.3401	.6360	.3136	.0659	.0125	.1363	4	
B3078	13.93	.3368	.7038	.3321	.0914	.0137	.1377	5	
B3079	15.00	.4786	.9840	.4572	.1408	.0197	.2258	5	
B3080	15.42	.2974	.7579	.2910	.0856	.0186	.2042	3	
B3081	16.77	.2030	.6331	.2297	.0832	.0261	.1456	4	
B3082	17.30	.2965	.7614	.3002	.1000	.0155	.1839	5	
B3083	17.90	.2648	.6664	.2376	.0863	.0213	.1748	5	

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.3642	.8210	.2888	.0856	.0182	.1653

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	4.4211	
STAND. DEV.	.5908	

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
012572	959	HSP	ROA	MOUNT.	1257	1319	Y	A

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B4088	0.00	.3392	.7916	.2717	.0704	.0338	.1745	4	
B4089	.48	.3044	.8032	.2709	.0834	.0221	.2220	5	
B4090	1.33	.2696	.6866	.2332	.0752	.0140	.1661	5	
B4091	2.20	.2219	.5267	.1672	.0398	.0118	.1123	4	
B4092	2.72	.2398	.5547	.2011	.0606	.0128	.1290	4	
B4093	3.32	.0903	.2762	.0692	.0088	.0065	.0319	3	
B4094	5.13	.2793	.7400	.2831	.0869	.0109	.1855	4	
B4095	5.77	.3840	.8663	.3704	.1333	.0163	.2306	5	
B4096	7.30	.2007	.5905	.1781	.0434	.0092	.1132	4	
B4097	7.80	.2169	.6320	.2223	.0676	.0191	.1692	4	
B4098	8.82	.1543	.4866	.1705	.0586	.0100	.1038	4	
B4099	9.92	.2366	.6916	.2186	.0527	.0281	.1724	4	
B4100	11.13	.1316	.4281	.1394	.0454	.0122	.1125	4	
B4101	12.63	.1036	.3853	.1049	.0308	.0120	.0805	3	
B4102	13.33	.1964	.5771	.1670	.0506	.0223	.1174	4	

SUMMARY --	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.2171	.5883	.2014	.0619	.0159	.1389

SUBJECTIVE EVALUATION --	SUBJ1	SUBJ2
AVERAGE	4.0667	
STAND. DEV.	.5735	

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
012572	074	ROA	CHO	MOUNT.	1540	1608	B	A

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
C5106	0.00	.5795	.9277	.1485	.0415	.0323	.0748	5	
C5107	.62	.3272	.8928	.1151	.0368	.0172	.0955	4	
C5108	1.40	.3120	.8839	.1080	.0341	.0115	.1039	3	
C5109	2.35	.7390	1.0684	.3546	.0758	.0192	.1538	4	
C5110	3.05	.0546	.3956	.0291	.0104	.0037	.1115	2	
C5111	4.97	.0525	.4260	.0226	.0047	.0138	.0328	2	
C5112	6.82	.0496	.4349	.0209	.0034	.0018	.0062	2	
C5113	8.58	.0717	.5112	.0328	.0063	.0024	.0109	3	
C5114	9.07	.0700	.4824	.0336	.0077	.0074	.0128	3	
C5115	9.73	.0993	.4768	.0507	.0103	.0146	.0256	3	
C5116	10.78	.0449	.2895	.0252	.0046	.0068	.0494	2	
C5117	11.62	.0284	.2452	.0169	.0041	.0016	.0123	1	
C5118	12.57	.0692	.3623	.0427	.0112	.0029	.0167	3	
C5119	13.57	.3326	.9323	.1709	.0562	.0124	.0973	4	
C5120	14.00	.2698	.9330	.1577	.0532	.0132	.1054	4	
C5121	14.62	.2732	.8946	.1666	.0493	.0142	.1124	4	
C5122	15.57	.1735	.7535	.1071	.0284	.0103	.0969	4	
C5123	17.03	.1086	.4490	.0780	.0227	.0111	.0619	3	
C5124	17.80	.1021	.4094	.0842	.0218	.0128	.0554	3	

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.2554	.6696	.1149	.0314	.0130	.0774

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	3.1053	
STAND. DEV.	.9676	

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
020272	937	PHF	RIC	FLAT			Y	A/B

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B1003	0.00	.1895	.7038	.2933	.0328	.0589	.0805	3	
B1004	1.63	.0310	.1276	.0461	.0088	.0170	.0598	4	3
B1005	3.64	.0478	.1039	.0744	.0115	.0099	.0353	3	2
B1006	5.93	.0919	.2579	.0986	.0175	.0329	.1205	4	4
B1007	7.86	.0763	.1143	.1022	.0172	.0181	.0568	3	3
B1008	11.86	.0350	.0721	.0428	.0124	.0059	.0235	2	2
B1009	14.62	.0519	.1768	.0495	.0092	.0203	.0664	4	4
B1010	16.04	.0370	.1443	.0394	.0097	.0178	.0675	3	3
B1011	19.99	.0368	.1137	.0347	.0214	.0225	.0381	2	3

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.0767	.2545	.1099	.0162	.0249	.0615

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	3.1111	3.0000
STAND. DEV.	.7370	.7071

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
820272	937	RIC	ROA	HILLY			Y	A/B

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B2016	0.00	.0536	.1222	.0039	.0139	.0383	.0807	3	4
B2017	1.27	.0630	.0589	.0043	.0117	.0105	.0464	2	3
B2018	4.91	.0475	.0659	.0042	.0108	.0088	.0377	2	3
B2019	9.14	.0339	.0338	.0050	.0137	.0095	.0345	2	2
B2020	12.96	.0170	.0047	.0038	.0123	.0076	.0286	2	2
B2021	17.37	.0210	.0343	.0042	.0128	.0075	.0275	2	2
B2022	22.05	.0205	.0109	.0060	.0118	.0081	.0269	2	2
B2023	25.06	.0091	.0046	.0054	.0123	.0085	.0285	2	2
B2024	28.97	.0068	.0047	.0055	.0115	.0080	.0285	2	2
B2025	32.97	.0058	.0045	.0053	.0044	.0075	.0284	3	3
B2026	36.97	.0095	.0039	.0048	.0282	.0064	.1192	3	3
B2027	40.95	.0037	.0051	.0056	.0138	.0129	.0253	2	3

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.0297	.0442	.0049	.0142	.0136	.0512

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	2.2500	2.5833
STAND. DEV.	.4330	.6401

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
020272	937	ROA	LWB	MOUNT.			Y	A/B

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B3031	0.00	.0127	.0074	.0067	.0111	.0073	.0424	2	2
B3032	1.99	.0123	.0071	.0057	.0075	.0098	.0295	2	3
B3033	3.90	.0121	.0083	.0060	.0120	.0092	.0357	2	3
B3034	4.73	.0269	.0083	.0063	.0146	.0130	.0503	3	4
B3035	5.94	.0149	.0067	.0058	.0050	.0064	.0232	3	3
B3036	7.89	.0157	.0077	.0061	.0052	.0084	.0239	3	3
B3037	9.89	.0164	.0071	.0061	.0121	.0081	.0306	3	3
B3038	11.91	.0107	.0098	.0078	.0076	.0096	.0635	2	3
B3039	13.92	.0109	.0094	.0077	.0118	.0177	.0284	2	3
B3040	15.88	.0089	.0064	.0059	.0062	.0113	.0393	2	3
B3041	17.85	.0139	.0046	.0051	.0103	.0133	.0535	3	3
B3042	19.83	.0127	.0066	.0064	.0095	.0115	.0289	2	3

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.0146	.0076	.0063	.0099	.0109	.0389

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	2.4167	3.0000
STAND. DEV.	.4930	.4082

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
820272	937	LWB	CRW	MOUNT.			Y	A/B

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B4045	0.00	.0175	.0132	.0110	.0102	.0138	.0479	3	3
B4047	.85	.0236	.0069	.0055	.0092	.0180	.0375	3	3
B4048	2.44	.0159	.0096	.0066	.0115	.0090	.0604	3	3
B4049	4.47	.0218	.0142	.0099	.0131	.0124	.0498	3	4
B4050	6.45	.0114	.0121	.0100	.0100	.0064	.0212	2	2
B4051	8.45	.0130	.0082	.0075	.0143	.0085	.0316	2	2
B4052	10.51	.0133	.0082	.0077	.0131	.0090	.0321	2	3
B4053	12.44	.0114	.0077	.0077	.0126	.0092	.0414	2	3
B4054	14.45	.0099	.0060	.0055	.0128	.0090	.0450	2	3
B4055	16.52	.0264	.0076	.0063	.0057	.0246	.0814	4	4
B4056	18.47	.0264	.0089	.0070	.0057	.0266	.0857	4	
B4057	20.19	.0221	.0074	.0067	.0157	.0339	.0744	4	4

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.0182	.0093	.0078	.0121	.0181	.0544

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	2.8333	3.0909
STAND. DEV.	.7993	.6680

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
020272	916	CRW	LWB	MOUNT.	1353	1419	Y	A/B

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B5060	0.00	.1224	.1149	.0829	.0142	.0245	.0799	3	3
B5061	.77	.1003	.0904	.0757	.0118	.0297	.0823	3	3
B5062	1.79	.0904	.0926	.0757	.0101	.0294	.0605	4	4
B5063	2.33	.1191	.0525	.0905	.0125	.0147	.0317	3	3
B5064	4.09	.1012	.0428	.0827	.0051	.0057	.0149	2	3
B5065	6.09	.1650	.0360	.1437	.0142	.0036	.0127	2	3
B5066	8.09	.1761	.1421	.2066	.0195	.0110	.0232	3	3
B5067	9.13	.1908	.1033	.2119	.0186	.0145	.0295	4	4
B5068	10.14	.1375	.0955	.1118	.0059	.0099	.0243	3	3
B5069	12.09	.1864	.0782	.1663	.0145	.0161	.0459	3	3
B5070	14.08	.1852	.0729	.1711	.0132	.0162	.0359	3	4
B5071	16.11	.1822	.0661	.1963	.0158	.0113	.0269	3	3
B5072	18.07	.0825	.0653	.0754	.0174	.0138	.1073	3	4
B5073	20.08	.0196	.0268	.0460	.0071	.0090	.0433	2	3
B5074	22.37	.0242	.0342	.0366	.0085	.0130	.0416	2	3
B5075	24.06	.0244	.0288	.0407	.0092	.0137	.0363	2	3
B5076	26.18	.0412	.0450	.0505	.0054	.0222	.0435	3	3

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.1294	.0778	.1253	.0128	.0166	.0499

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	2.8235	3.2353
STAND. DEV.	.6169	.4242

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
028272	916	LWB	ROA	MOUNT.	1431	1452	Y	A/B

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B6081	0.00	.1295	.1086	.1484	.0144	.0156	.0480	3	3
B6082	2.26	.0541	.0770	.0732	.0059	.0071	.0453	2	2
B6083	4.31	.0488	.1160	.0823	.0096	.0089	.0286	2	3
B6084	6.25	.0857	.1217	.1050	.0082	.0157	.0418	3	3
B6086	10.45	.1009	.1228	.1069	.0102	.0080	.0459	3	3
B6087	12.15	.0585	.0848	.0728	.0058	.0216	.0771	4	
B6088	14.26	.0159	.0256	.0369	.0040	.0093	.0638	2	3
B6089	16.19	.0219	.0179	.0338	.0078	.0059	.0337	2	3
B6090	18.19	.0321	.0497	.0528	.0064	.0166	.0610	3	3
B6091	20.25	.0309	.0428	.0525	.0057	.0119	.0320	2	2

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.0702	.0884	.0862	.0085	.0129	.0490

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	2.6000	2.7778
STAND. DEV.	.6633	.4157

DATE	FLT. NO.	OPIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
020472	070	CHO	EWR	HILLY	0849	0945	B	A

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
C1005	0.00	.0029	.0047	.0055	.0159	.0280	.0902	3	
C1006	1.79	.0029	.0046	.0056	.0079	.0229	.0612	3	
C1007	3.37	.0036	.0054	.0064	.0058	.0092	.0338	3	
C1008	7.67	.0033	.0053	.0067	.0035	.0090	.0378	2	
C1009	12.06	.0034	.0054	.0069	.0026	.0069	.0518	2	
C1010	16.35	.0034	.0049	.0068	.0030	.0081	.0296	2	
C1011	20.48	.0035	.0052	.0069	.0026	.0081	.0269	2	
C1012	24.68	.0030	.0049	.0064	.0029	.0068	.0263	2	
C1013	25.79	.0030	.0051	.0067	.0088	.0099	.0399	3	
C1014	27.30	.0029	.0050	.0065	.0194	.0074	.0290	2	
C1015	28.82	.0032	.0053	.0067	.0037	.0061	.0379	2	
C1016	31.19	.0032	.0052	.0062	.0021	.0044	.0308	1	
C1017	32.16	.0032	.0060	.0064	.0041	.0184	.0277	3	
C1018	33.00	.0031	.0066	.0058	.0073	.0301	.0713	4	
C1019	33.82	.0033	.0066	.0055	.0126	.0312	.1244	4	
C1020	34.38	.0031	.0070	.0050	.0155	.0390	.0986	4	
C1021	35.71	.0034	.0046	.0052	.0093	.0312	.0963	4	
C1022	37.16	.0030	.0042	.0052	.0109	.0344	.0928	3	
C1023	38.01	.0034	.0043	.0053	.0200	.0361	.1253	4	
C1024	38.76	.0033	.0045	.0048	.0124	.0400	.1096	4	
C1025	39.70	.0027	.0042	.0048	.0192	.0332	.0932	3	
C1026	41.43	.0027	.0041	.0045	.0218	.0286	.0582	3	
C1027	42.51	.0030	.0037	.0044	.0178	.0364	.0910	4	

SUMMARY --	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.0032	.0052	.0060	.0116	.0232	.0678

SUBJECTIVE EVALUATION --	SUBJ1	SUBJ2
AVERAGE	2.9130	
STAND. DEV.	.8804	

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
020472	073	EWR	CHO	HILLY	1045	1149	B	A

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
C2031	0.00	.2471	.5089	.0048	.0203	.0359	.0980	3	
C2032	.74	.2659	.5481	.0047	.0191	.0529	.1238	4	
C2033	1.68	.2294	.3845	.0044	.0433	.0325	.1032	2	
C2034	2.59	.2198	.3168	.0046	.0094	.0144	.0311	2	
C2035	3.84	.2259	.3439	.0049	.0052	.0164	.0350	3	
C2036	6.30	.1881	.2829	.0034	.0033	.0082	.0236	2	
C2037	10.69	.2378	.3444	.0048	.0036	.0134	.0211	3	
C2038	14.74	.1886	.1986	.0041	.0025	.0084	.0118	2	
C2039	17.92	.1521	.2109	.0038	.0029	.0133	.0181	3	
C2040	18.86	.1374	.0931	.0036	.0032	.0113	.0200	3	
C2041	22.90	.1004	.0121	.0048	.0030	.0077	.0104	2	
C2042	26.93	.0805	.0045	.0052	.0030	.0085	.0120	2	
C2043	30.96	.0420	.0048	.0062	.0025	.0059	.0387	2	
C2044	33.67	.1178	.0057	.0069	.0050	.0238	.0412	3	
C2045	34.43	.0803	.0051	.0062	.0024	.0113	.0199	2	
C2046	35.32	.0482	.0052	.0062	.0016	.0059	.0089	2	
C2047	35.78	.0809	.0050	.0061	.0076	.0295	.0604	3	
C2048	36.62	.0753	.0057	.0068	.0060	.0262	.0390	3	
C2049	37.20	.0354	.0049	.0062	.0049	.0203	.0358	3	
C2050	39.08	.0132	.0052	.0064	.0068	.0290	.0635	3	
C2051	39.54	.0056	.0053	.0065	.0118	.0140	.0405	3	
C2052	40.49	.0127	.0054	.0065	.0120	.0524	.0886	4	
C2053	41.04	.0082	.0051	.0062	.0131	.0599	.0867	4	
C2054	42.49	.0060	.0051	.0066	.0102	.0483	.0857	4	
C2055	42.93	.0050	.0047	.0061	.0144	.0553	.1474	4	
C2056	43.50	.0045	.0054	.0065	.0169	.0637	.1354	4	
C2057	44.00	.0038	.0056	.0067	.0154	.0386	.1355	4	
C2058	44.46	.0045	.0071	.0079	.0174	.0617	.1509	4	

SUMMARY --	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.1498	.2361	.0055	.0137	.0310	.0705

SUBJECTIVE EVALUATION --	SUBJ1	SUBJ2
AVERAGE	2.9643	
STAND. DEV.	.7784	

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
820772	903	BAL	DCA	FLAT	1039	1059	Y	A

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B3095	0.00	.0288	.0107	.0060	.0163	.0238	.0823	3	
B3096	.97	.0235	.0045	.0058	.0168	.0158	.0520	3	
B3097	1.86	.0417	.0032	.0055	.0160	.0539	.1603	4	
B3098	2.66	.0292	.0032	.0053	.0144	.0249	.0837	3	
B3099	4.44	.0340	.0033	.0046	.0098	.0249	.0715	3	
B3100	5.32	.0323	.0032	.0047	.0091	.0508	.0963	3	
B3101	6.34	.0310	.0028	.0041	.0061	.0364	.0880	3	
B3102	6.96	.0217	.0027	.0044	.0057	.0276	.0668	3	
B3103	8.43	.0275	.0027	.0045	.0067	.0289	.1097	4	
B3104	10.33	.0262	.0029	.0042	.0166	.0392	.1036	3	
B3105	11.06	.0269	.0027	.0045	.0137	.0282	.0780	3	

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.0292	.0048	.0050	.0127	.0329	.0894

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	3.1818	
STAND. DEV.	.3857	

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
820772	980	DCA	BAL	FLAT	0925	0946	Y	A

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B2082	0.00	.0035	.0032	.0045	.0175	.0362	.1079	3	
B2083	.89	.0035	.0033	.0045	.0134	.0413	.0858	3	
B2084	1.88	.0040	.0029	.0051	.0120	.0417	.1255	4	
B2085	2.87	.0038	.0032	.0049	.0153	.0521	.1497	4	
B2086	4.00	.0036	.0034	.0046	.0060	.0150	.0500	2	
B2087	4.43	.0035	.0030	.0045	.0086	.0356	.1186	3	
B2088	5.98	.0042	.0037	.0054	.0082	.0248	.0841	3	
B2089	8.18	.0038	.0031	.0051	.0096	.0242	.1034	3	
B2090	10.07	.0039	.0033	.0050	.0205	.0386	.0887	3	
B2091	10.77	.0039	.0032	.0048	.0117	.0354	.0922	3	

SUMMARY --	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.0038	.0033	.0049	.0129	.0360	.1066

SUBJECTIVE EVALUATION --	SUBJ1	SUBJ2
AVERAGE	3.1000	
STAND. DEV.	.5385	

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
020772	915	CHO	DCA	HILLY	0823	0858	Y	A/K

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B1062	0.00	.0032	.0037	.0041	.0146	.0198	.0776	2	3
B1063	2.50	.0027	.0031	.0036	.0102	.0215	.0648	3	2
B1064	3.88	.0032	.0035	.0040	.0153	.0181	.0618	3	2
B1065	5.69	.0030	.0029	.0038	.0092	.0156	.0629	3	
B1066	6.84	.0031	.0031	.0039	.0155	.0256	.1252	3	2
B1067	8.66	.0053	.0068	.0056	.0134	.0158	.0477	3	3
B1068	10.81	.0035	.0034	.0030	.0109	.0114	.0343	3	2
B1069	14.05	.0037	.0027	.0029	.0038	.0139	.0422	3	3
B1070	14.92	.0037	.0030	.0029	.0029	.0093	.0264	3	2
B1071	18.82	.0040	.0029	.0048	.0033	.0068	.0207	3	2
B1073	24.37	.0043	.0031	.0056	.0111	.0317	.0704	3	
B1074	26.03	.0038	.0030	.0053	.0078	.0311	.0973	4	
B1075	26.90	.0035	.0031	.0053	.0064	.0255	.0851	4	3
B1076	28.14	.0034	.0027	.0048	.0105	.0432	.0974	4	4
B1077	30.64	.0031	.0030	.0047	.0187	.0287	.0877	3	3

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.0036	.0036	.0042	.0111	.0203	.0678

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	3.1333	2.5833
STAND. DEV.	.4989	.6401

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
820772	935	DCA	CHO	HILLY	1330	1407	Y	A/K

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B4002	0.09	.0034	.0034	.0042	.0274	.0107	.0852	3	3
B4003	1.08	.0030	.0028	.0038	.0337	.0133	.1232	3	3
B4004	2.68	.0035	.0025	.0046	.0419	.0120	.0884	3	4
B4005	4.25	.3472	.6190	.0713	.0593	.0135	.1081	4	4
B4006	4.87	.0866	.1813	.0084	.0465	.0155	.1454	4	4
B4007	6.83	.0047	.0027	.0058	.0063	.0071	.0400	2	2
B4008	10.98	.0042	.0025	.0057	.0050	.0061	.0106	2	2
B4009	12.25	.0107	.0137	.0134	.0091	.0073	.0230	2	
B4010	15.08	.0045	.0041	.0061	.0053	.0061	.0505	2	2
B4011	16.08	.0036	.0029	.0050	.0119	.0103	.0411	2	
B4012	17.25	.0033	.0031	.0049	.0098	.0059	.0486	2	
B4013	19.05	.0037	.0028	.0052	.0107	.0052	.0411	2	2
B4014	23.37	.0041	.0027	.0059	.0387	.0178	.0993	3	4
B4015	24.17	.0043	.0029	.0055	.0456	.0068	.0712	3	3
B4016	26.45	.0045	.0031	.0062	.0474	.0260	.1109	4	4
B4017	27.33	.0044	.0027	.0061	.0347	.0136	.1085	4	4

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.0790	.1428	.0166	.0323	.0127	.0849

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	2.8125	3.1538
STAND. DEV.	.8077	.8635

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
030172	935	CHO	HSP	MOUNT.	1422	1449	Y	A

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B1001	0.00	.0623	.0857	.0761	.0029	.0114	.0220	1	1
B1002	3.77	.1110	.1746	.1604	.0093	.0174	.0352	2	3
B1003	5.05	.0727	.2045	.0839	.0452	.0156	.1192	3	5
B1004	7.73	.0315	.1287	.0446	.0190	.0143	.0507	2	3

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.0771	.1519	.1049	.0226	.0149	.0621

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	2.0000	3.0000
STAND. DEV.	.7071	1.4142

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
830172	934	HSP	CHO	MOUNT.	1525	1551	Y	A

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
82008	0.00	.5988	.6092	.0239	.0099	.0138	.0270	2	2
82009	3.84	.5589	.6581	.0257	.0114	.0150	.0531	2	2
82010	6.46	.2642	.5027	.0440	.0491	.0104	.0991	3	4
82011	8.05	.1858	.2937	.0387	.0254	.0297	.0853	3	3

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.4458	.5357	.0335	.0267	.0194	.0702

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	2.5000	2.7500
STAND. DEV.	.5000	.8292

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
030872	937	RIC	ROA	HILLY			Y	B/A

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B1003	0.00	.0379	.1088	.0370	.0153	.0250	.1129	4	3
B1004	4.64	.0127	.0237	.0148	.0057	.0044	.0340	2	2
B1005	8.68	.0209	.0394	.0196	.0047	.0116	.0230	3	3
B1006	12.37	.0123	.0256	.0142	.0031	.0098	.0123	2	2
B1007	16.44	.0127	.0305	.0145	.0052	.0084	.0146	2	
B1008	20.52	.0118	.0279	.0154	.0048	.0071	.0197	1	2
B1009	24.57	.0172	.0458	.0191	.0040	.0140	.0341	2	2
B1010	25.41	.0259	.0760	.0373	.0065	.0415	.0655	4	4
B1012	28.72	.0312	.0743	.0303	.0057	.0254	.0564	3	3
B1013	32.70	.0278	.0427	.0192	.0056	.0064	.0156	2	2
B1014	36.72	.0274	.0371	.0156	.0043	.0036	.0124	2	2
B1015	40.75	.0101	.0206	.0093	.0021	.0046	.0256	2	1
B1016	41.80	.0374	.1148	.0424	.0102	.0421	.1094	4	4
B1017	44.84	.0432	.1428	.0417	.0076	.0292	.1055	4	4
B1018	45.83	.0435	.1308	.0433	.0089	.0403	.1072	4	4
B1019	47.42	.0462	.1229	.0438	.0153	.0424	.1479	4	3
B1020	48.77	.0352	.1064	.0334	.0147	.0308	.1066	4	3

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.0298	.0823	.0295	.0085	.0252	.0757

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	2.8824	2.7500
STAND. DEV.	1.0222	.9014

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
030872	937	ROA	LWB	MOUNT.			Y	B/A

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B2025	0.00	.0445	.1473	.0465	.0173	.0388	.1197	4	3
B2026	1.61	.0358	.1232	.0372	.0093	.0300	.1088	4	3
B2027	4.06	.0278	.1139	.0256	.0089	.0204	.0670	3	3
B2028	8.05	.0211	.0529	.0224	.0106	.0216	.0760	2	2
B2029	12.10	.0197	.0305	.0156	.0036	.0105	.0274	2	2
B2030	16.11	.0178	.0573	.0194	.0039	.0162	.0360	2	3
B2031	17.82	.0375	.1291	.0401	.0096	.0367	.1054	4	4
B2032	19.84	.0351	.1103	.0340	.0227	.0414	.1043	4	3

SUMMARY --	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.0316	.1043	.0321	.0127	.0298	.0881

SUBJECTIVE EVALUATION --	SUBJ1	SUBJ2
AVERAGE	3.1250	2.8750
STAND. DEV.	.9270	.5995

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
030872	937	LWB	CRW	MOUNT.			Y	B/A

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B3037	0.00	.1624	.5910	.3492	.0388	.0668	.0829	4	3
B3038	.89	.0351	.1188	.0406	.0283	.0293	.0953	3	3
B3039	5.18	.0377	.1153	.0439	.0125	.0420	.1136	3	3
B3040	6.11	.0349	.1227	.0391	.0099	.0235	.0734	2	2
B3042	13.14	.0228	.0258	.0249	.0038	.0038	.0097	2	2
B3043	13.34	.0236	.0284	.0240	.0037	.0031	.0101	2	2

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.0732	.2605	.1474	.0222	.0373	.0823

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	2.6667	2.5000
STAND. DEV.	.7454	.5000

DATE	FLT. NO.	OPIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
830872	916	CRW	LWB	MOUNT.	1353	1419	Y	B/A

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B4047	0.00	.2968	.8499	.1688	.0340	.0517	.0798	4	3
B4048	.65	.0964	.2555	.0362	.0142	.0319	.1111	3	3
B4049	1.68	.0823	.2268	.0259	.0133	.0179	.0803	4	3
B4050	3.09	.0661	.1807	.0378	.0121	.0338	.1038	4	4
B4051	4.31	.0990	.1946	.0342	.0165	.0295	.1390	3	4
B4053	7.09	.0713	.1472	.0200	.0179	.0161	.0343	2	2
B4054	8.91	.0528	.1661	.0100	.0054	.0053	.0171	2	2
B4055	12.82	.1023	.1618	.0130	.0050	.0065	.0245	4	3
B4056	13.67	.0569	.1492	.0287	.0089	.0255	.0695	4	3
B4057	14.36	.0619	.1790	.0315	.0144	.0239	.0965	1	1
B4058	15.46	.0242	.0583	.0073	.0072	.0059	.0165	4	4
B4059	16.81	.0673	.1772	.0413	.0109	.0422	.1307	3	3
B4061	20.73	.0370	.1053	.0200	.0053	.0274	.0413	4	3

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.1059	.2777	.0509	.0148	.0273	.0853

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	3.2308	2.9231
STAND. DEV.	.9730	.8285

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
830872	916	LWB	ROA	MOUNT.	1431	1452	Y	B/A

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B5066	0.00	.0868	.1865	.0277	.0101	.0260	.0860	3	3
B5067	1.01	.2031	.2846	.1704	.0239	.0407	.0989	4	4
B5068	1.93	.1528	.3193	.0651	.0185	.0484	.1636	5	5
B5069	2.85	.0687	.1940	.0493	.0125	.0514	.1437	4	4
B5070	4.11	.0698	.1967	.0543	.0121	.0621	.1490	4	4
B5071	5.80	.0826	.2308	.0559	.0149	.0547	.1904	4	4
B5072	7.74	.1508	.2637	.1198	.0194	.0775	.1830	5	4
B5073	8.76	.0611	.1730	.0495	.0150	.0575	.1199	4	4
B5074	12.13	.0538	.1577	.0414	.0150	.0506	.1528	4	3

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.1141	.2304	.0811	.0160	.0539	.1472

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	4.1111	3.8889
STAND. DEV.	.5666	.5666

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
030872	916	ROA	RIC	HILLY	1520	1603	Y	B/A

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B6079	0.00	.0793	.2148	.0291	.0210	.0304	.0901	3	2
B6080	3.90	.0894	.1394	.0227	.0117	.0175	.0850	3	2
B6081	7.91	.0520	.1235	.0184	.0072	.0127	.0480	3	2
B6082	10.25	.0630	.1684	.0253	.0170	.0259	.1228	4	4
B6083	11.95	.0605	.1339	.0085	.0079	.0027	.0135	2	2
B6084	15.90	.0501	.1656	.0089	.0045	.0035	.0095	2	2
B6085	19.42	.1308	.4221	.0655	.0139	.0419	.1479	4	4
B6086	20.38	.2955	.5291	.2049	.0250	.0508	.1806	5	4
B6087	23.88	.0970	.1581	.0191	.0078	.0125	.0365	3	3
B6088	27.82	.0439	.1313	.0180	.0139	.0131	.0436	3	3
B6089	31.34	.0600	.1728	.0365	.0101	.0390	.0910	4	4
B6090	32.02	.0488	.1372	.0251	.0133	.0240	.1225	3	3

SUMMARY --	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.1147	.2580	.0674	.0140	.0287	.1015

SUBJECTIVE EVALUATION --	SUBJ1	SUBJ2
AVERAGE	3.2500	2.9167
STAND. DEV.	.8292	.8620

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
040672	242	CHO	OCA	HILLY	1032	1107	F	A/D

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
A1009	0.00	.0888	.3042	.0466	.0547	.0287	.0732	3	4
A1010	3.90	.0256	.1205	.0241	.0279	.0095	.0744	3	3
A1011	7.61	.0203	.1089	.0242	.0167	.0068	.0482	2	2
A1012	11.55	.0135	.0787	.0154	.0100	.0100	.0214	2	3
A1013	15.51	.0212	.1006	.0192	.0203	.0056	.0412	2	2
A1014	19.60	.0304	.0973	.0216	.0224	.0129	.0626	3	3
A1015	21.40	.0447	.1541	.0312	.0442	.0094	.1353	4	4
A1016	23.60	.0231	.0893	.0217	.0262	.0101	.0902	3	4
A1017	27.04	.0260	.0788	.0196	.0223	.0112	.0710	3	4
A1018	31.69	.0773	.1502	.0309	.0453	.0752	.0582	2	3

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.0458	.1506	.0274	.0323	.0262	.0702

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	2.7000	3.2000
STAND. DEV.	.6403	.7483

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
848672	959	DCA	SHO	HILLY	1125	1207	Y	A/D

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B2022	0.00	.1531	.6481	.2177	.0290	.0238	.0680	3	2
B2024	5.17	.0265	.1099	.0595	.0115	.0090	.0465	3	2
B2025	9.27	.0250	.1287	.0547	.0158	.0086	.0510	3	3
B2026	13.83	.0186	.1117	.0454	.0107	.0084	.0321	2	2
B2027	17.13	.0363	.1852	.0597	.0186	.0086	.0667	3	2
B2028	19.47	.0313	.1716	.0585	.0304	.0094	.0951	4	3
B2029	20.81	.0179	.0979	.0355	.0128	.0082	.0362	3	2
B2030	24.87	.0203	.1804	.0541	.0201	.0046	.0604	4	3
B2031	26.68	.0603	.2913	.1071	.0752	.0163	.1435	4	4
B2032	28.52	.0385	.2285	.0712	.0431	.0062	.1066	3	4
B2033	32.50	.0248	.1173	.0410	.0205	.0151	.0613	3	3
B2034	33.32	.0950	.3919	.1307	.0415	.0459	.0702	2	3

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.0589	.2672	.0913	.0337	.0161	.0798

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	3.0833	2.7500
STAND. DEV.	.6401	.7217

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
040672	959	SHO	HSP	MOUNT.	1223	1248	Y	A/D

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B3038	0.00	.1564	.5118	.1945	.0397	.0666	.0819	3	3
B3039	3.10	.0530	.1743	.0445	.0205	.0120	.0828	3	3
B3040	7.00	.0539	.1798	.0492	.0262	.0138	.1217	4	3
B3041	11.04	.0423	.1880	.0427	.0225	.0088	.0843	4	3
B3042	15.93	.0901	.2304	.0871	.0432	.0128	.1757	5	4
B3043	16.67	.0258	.1294	.0437	.0290	.0129	.0807	3	4
B3044	18.53	.1218	.5043	.1655	.0531	.0948	.0898	2	3

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.0964	.3321	.1170	.0339	.0456	.1002

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	3.4286	3.2857
STAND. DEV.	.9035	.4518

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
840672	959	HSP	ROA	MOUNT.	1257	1319	Y	A/D

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B4049	0.00	.1415	.4967	.0984	.0401	.0554	.0675	4	3
B4050	1.18	.0576	.1996	.0593	.0491	.0159	.1271	4	4
B4051	3.10	.0448	.1644	.0404	.0233	.0119	.0910	3	3
B4052	5.04	.0463	.1978	.0410	.0279	.0115	.0982	4	4
B4053	6.98	.0554	.2283	.0414	.0363	.0152	.1479	4	4
B4054	6.98	.0554	.2283	.0414	.0363	.0152	.1479	4	4
B4055	9.02	.0401	.2049	.0405	.0421	.0061	.1057	5	4
B4056	10.94	.0419	.1901	.0391	.0428	.0100	.1390	3	3
B4057	12.78	.0261	.1516	.0248	.0226	.0121	.0724	3	3

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.0622	.2428	.0496	.0378	.0210	.1199

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	3.7778	3.5556
STAND. DEV.	.6285	.4969

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
848672	074	ROA	CHO	MOUNT.	1540	1608	B	A/D

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
C5062	0.00	.0508	.3106	.0221	.0100	.0060	.0245	2	3
C5063	2.37	.1177	.5487	.0510	.0254	.0388	.0608	3	3
C5064	4.66	.0559	.2680	.0299	.0253	.0119	.0753	4	2
C5065	6.66	.0515	.2914	.0342	.0254	.0077	.0799	4	3
C5066	8.59	.0826	.2564	.0432	.0332	.0165	.0866	2	3
C5067	10.71	.0270	.0793	.0107	.0073	.0030	.0602	4	3
C5068	12.54	.1448	.3965	.0588	.0470	.0097	.0667	4	3
C5069	14.56	.0701	.1961	.0366	.0325	.0054	.0630	3	4
C5070	16.06	.0744	.1625	.0259	.0219	.0089	.0512	3	4
C5071	17.15	.0916	.2001	.0361	.0286	.0101	.0778	3	3

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.0848	.3163	.0390	.0284	.0180	.0701

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	3.2000	3.1000
STAND. DEV.	.7483	.5385

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
033072	935	CHO	HSP	MOUNT.	1422	1449	Y	A/D

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B1002	0.00	.1997	.5807	.0563	.0456	.0530	.1036	3	4
B1003	1.74	.1279	.1459	.0305	.0298	.0138	.0910	4	3
B1004	3.64	.1131	.0883	.0151	.0114	.0127	.0293	3	3
B1005	5.64	.0924	.0896	.0129	.0047	.0092	.0168	3	3
B1006	7.56	.1589	.2566	.0133	.0093	.0129	.0201	2	2
B1007	9.57	.1703	.2527	.0188	.0106	.0118	.0465	3	3
B1008	11.65	.1513	.2743	.0341	.0248	.0113	.1163	4	4
B1009	13.60	.2113	.2451	.0148	.0097	.0153	.0288	3	3
B1010	15.57	.1791	.2692	.0141	.0103	.0104	.0305	3	3
B1011	17.54	.1525	.2457	.0130	.0101	.0087	.0373	3	3
B1012	19.57	.0567	.1445	.0277	.0197	.0051	.0669	4	3
B1013	21.51	.0638	.1305	.0419	.0491	.0156	.1363	4	4
B1014	23.03	.1538	.3026	.0621	.0631	.0692	.0836	2	2

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.1495	.2696	.0316	.0289	.0266	.0714

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	3.1538	3.0769
STAND. DEV.	.6617	.6154

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
033072	934	HSP	CHO	MOUNT.	1525	1551	Y	A/D

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B2019	0.00	.2166	.5619	.0670	.0504	.0354	.0678	3	3
B2020	1.10	.1494	.1430	.0401	.0461	.0171	.1076	3	4
B2021	2.95	.1422	.1362	.0313	.0236	.0144	.1092	4	4
B2022	4.96	.1119	.0831	.0126	.0044	.0113	.0308	4	4
B2023	6.87	.1426	.0875	.0124	.0057	.0097	.0606	3	3
B2024	8.90	.1339	.0933	.0139	.0083	.0086	.0266	2	2
B2025	10.83	.2416	.1683	.0295	.0067	.0120	.0318	2	2
B2026	12.79	.2704	.1945	.0300	.0077	.0116	.0329	2	2
B2027	14.78	.0430	.1242	.0169	.0111	.0029	.0286	2	3
B2028	16.71	.0689	.1724	.0404	.0424	.0060	.0950	2	3
B2029	18.66	.0392	.1707	.0416	.0481	.0164	.1205	4	4
B2030	21.23	.1484	.4676	.0765	.0302	.0500	.0829	3	3

SUMMARY --	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.1605	.2483	.0385	.0292	.0197	.0734

SUBJECTIVE EVALUATION --	SUBJ1	SUBJ2
AVERAGE	2.8333	3.0833
STAND. DEV.	.7993	.7592

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
032972	878	CHO	EWR	HILLY	0849	0945	B	C/E

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
C1002	0.00	.2508	.5766	.0569	.0342	.0575	.0927	3	3
C1003	2.85	.0940	.1413	.0156	.0073	.0047	.0612	2	1
C1005	7.20	.0941	.1267	.0154	.0080	.0024	.0166	3	2
C1006	11.38	.1089	.1564	.0185	.0094	.0053	.0223	3	2
C1007	15.26	.1206	.1613	.0218	.0133	.0035	.0283	3	2
C1008	19.37	.1127	.1328	.0222	.0140	.0036	.0258	3	2
C1009	23.89	.1046	.1250	.0170	.0067	.0054	.0144	2	2
C1010	28.03	.0905	.0852	.0152	.0049	.0156	.0761	2	3
C1011	31.74	.0535	.0547	.0129	.0055	.0027	.0112	1	1
C1012	35.94	.1130	.1030	.0211	.0130	.0036	.0300	3	3
C1013	39.88	.1106	.1066	.0226	.0238	.0113	.0613	3	4
C1014	44.08	.2909	.7044	.0567	.0391	.0775	.0760	2	2

SUMMARY --	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.1541	.3156	.0309	.0198	.0319	.0513

SUBJECTIVE EVALUATION --	SUBJ1	SUBJ2
AVERAGE	2.5000	2.2500
STAND. DEV.	.6455	.8292

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
032972	073	EWR	CHO	HILLY	1045	1149	B	C/E

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
C2018	0.00	.2422	.6448	.0398	.0352	.0490	.0750	2	2
C2019	1.37	.1160	.1650	.0195	.0153	.0130	.0705	3	3
C2020	5.33	.1297	.2521	.0155	.0109	.0053	.0378	3	2
C2021	10.65	.1363	.2693	.0203	.0145	.0038	.0322	3	3
C2022	13.34	.1157	.2519	.0165	.0155	.0106	.0482	3	3
C2023	17.32	.1217	.3169	.0159	.0112	.0030	.0179	2	2
C2024	19.94	.2361	.6368	.0588	.0426	.0119	.0916	4	4
C2025	21.72	.1149	.2383	.0137	.0094	.0055	.0391	3	3
C2026	25.33	.1069	.2327	.0129	.0092.	.0024	.0114	2	2
C2027	29.51	.1048	.2110	.0124	.0074	.0033	.0149	2	2
C2028	33.15	.1149	.2417	.0164	.0107	.0099	.0304	1	2
C2029	37.33	.0409	.0551	.0126	.0035	.0172	.0456	1	1
C2031	41.17	.1015	.1144	.0194	.0157	.0061	.0519	3	2
C2032	42.47	.3335	.6790	.1223	.0374	.1036	.1038	2	4

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.1803	.4291	.0459	.0258	.0325	.0635

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	2.4286	2.5000
STAND. DEV.	.8207	.8238

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
032072	937	RIC	ROA	HILLY			Y	A/B

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B1002	0.00	.1988	.7091	.0602	.0360	.0269	.0703	2	3
B1003	3.28	.1047	.1355	.0149	.0071	.0091	.0204	2	2
B1004	7.18	.0590	.1180	.0096	.0040	.0049	.0152	2	2
B1005	13.49	.1194	.1185	.0161	.0056	.0079	.0120	2	2
B1006	18.65	.1424	.0869	.0175	.0091	.0074	.0259	3	2
B1007	23.24	.1929	.0807	.0148	.0063	.0088	.0137	2	2
B1008	26.92	.1001	.4738	.0227	.0045	.0071	.0115	2	2
B1009	30.84	.1444	.3367	.0204	.0048	.0075	.0127	2	2
B1010	34.87	.0405	.0751	.0083	.0067	.0027	.0245	2	2
B1011	38.66	.0652	.1758	.0305	.0323	.0140	.0986	3	3
B1012	40.38	.4047	.9435	.0914	.0335	.0396	.0790	3	3

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.1745	.4212	.0378	.0192	.0167	.0465

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	2.2727	2.2727
STAND. DEV.	.4454	.4454

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
032072	937	ROA	LWB	MOUNT.			Y	A/B

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B2017	0.00	.2847	.7210	.0623	.0355	.0400	.0688	3	3
B2018	4.19	.0715	.0530	.0097	.0052	.0033	.0136	2	2
B2019	8.11	.1428	.1369	.0109	.0083	.0103	.0291	2	2
B2020	9.94	.0978	.1605	.0269	.0189	.0147	.0994	3	3
B2021	12.01	.0516	.1233	.0286	.0214	.0091	.0844	3	3
B2022	14.23	.0528	.1224	.0337	.0356	.0196	.1088	3	4
B2023	15.92	.1540	.4753	.0473	.0350	.0514	.0786	3	3

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.1505	.3643	.0377	.0272	.0280	.0779

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	2.7143	2.8571
STAND. DEV.	.4518	.6389

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
832072	937	LWB	CRW	MOUNT.			Y	A/B

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B3028	0.00	.2309	.4287	.0621	.0353	.0361	.0749	3	3
B3029	2.81	.1163	.1273	.0240	.0189	.0088	.0773	3	3
B3030	7.29	.0689	.1497	.0081	.0054	.0063	.0194	2	2
B3031	11.26	.1370	.1281	.0135	.0071	.0086	.0181	2	2
B3032	15.03	.1199	.1000	.0123	.0070	.0074	.0284	2	2
B3033	17.47	.0773	.1292	.0319	.0275	.0139	.0825	4	4
B3034	18.92	.0700	.1352	.0377	.0457	.0079	.0968	4	4
B3035	19.85	.0650	.1179	.0351	.0410	.0148	.1027	4	4
B3036	22.35	.1981	.2924	.0595	.0390	.0402	.0841	4	4

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.1352	.2196	.0380	.0304	.0204	.0740

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	3.1111	3.1111
STAND. DEV.	.8749	.8749

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
032072	916	CRW	LWB	MOUNT.	1353	1419	Y	A/B

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B4041	0.00	.1192	.6475	.1008	.0460	.0352	.0808	4	2
B4042	3.55	.0272	.0876	.0278	.0243	.0092	.0649	3	3
B4043	7.57	.0185	.0643	.0211	.0171	.0087	.0740	3	2
B4044	11.54	.0123	.0238	.0136	.0028	.0058	.0233	2	2
B4045	15.16	.0156	.0417	.0127	.0046	.0065	.0215	3	2
B4046	19.50	.0235	.0901	.0338	.0394	.0061	.0741	4	3
B4047	20.39	.0237	.0851	.0302	.0355	.0225	.0999	3	3
B4048	22.00	.0709	.2564	.0563	.0331	.0371	.0604	2	2

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.0553	.2716	.0487	.0309	.0216	.0698

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	3.0000	2.3750
STAND. DEV.	.7071	.4841

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
032072	916	LWB	ROA	MOUNT.	1431	1452	Y	A/B

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B5053	0.00	.1329	.7290	.1257	.0502	.0396	.0827	4	2
B5054	2.53	.0259	.0958	.0267	.0233	.0097	.0866	4	3
B5055	3.83	.0278	.1043	.0297	.0278	.0099	.1099	4	4
B5056	6.45	.0318	.1288	.0364	.0312	.0057	.0972	4	4
B5057	9.85	.0319	.1193	.0336	.0314	.0299	.1120	4	4
B5058	12.46	.0660	.2159	.0561	.0348	.0455	.0599	2	3

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.0665	.3219	.0625	.0345	.0307	.0904

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	3.6667	3.3333
STAND. DEV.	.7454	.7454

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
032072	916	ROA	RIC	HILLY	1520	1603	Y	A/B

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
86063	0.00	.1008	.6384	.0871	.0401	.0395	.0697	3	2
86064	2.93	.0211	.0687	.0239	.0203	.0068	.0551	3	2
86065	6.89	.0104	.0209	.0119	.0053	.0035	.0196	2	2
86066	10.75	.0103	.0208	.0126	.0027	.0029	.0099	1	1
86067	14.99	.0131	.0257	.0142	.0023	.0053	.0071	2	1
86068	18.69	.0117	.0341	.0119	.0031	.0050	.0108	1	1
86069	22.53	.0173	.0513	.0137	.0034	.0076	.0144	2	1
86070	26.31	.0262	.0763	.0212	.0149	.0104	.0421	3	2
86071	30.12	.0289	.1244	.0370	.0342	.0099	.0602	3	4
86072	31.46	.0261	.1171	.0325	.0264	.0061	.0898	3	3
86073	34.65	.0617	.4109	.0767	.0452	.0496	.0653	3	3

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.0424	.2564	.0425	.0246	.0215	.0493

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	2.3636	2.0000
STAND. DEV.	.7714	.9535

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
831572	934	HSP	CHO	MOUNT.	1525	1551	Y	C

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B2021	0.00	.5541	1.2535	.1205	.0394	.0427	.0888	3	
B2022	.93	.3832	.8127	.0271	.0187	.0178	.1008	3	
B2023	2.95	.3426	.5303	.0147	.0100	.0109	.0528	2	
B2024	4.81	.3629	.9029	.0107	.0073	.0111	.0197	2	
B2025	6.85	.3416	.9066	.0116	.0074	.0096	.0261	2	
B2026	8.86	.3609	.5673	.0102	.0044	.0098	.0214	2	
B2027	10.66	.3298	.3905	.0096	.0034	.0080	.0181	2	
B2028	12.69	.3066	.3822	.0100	.0035	.0076	.0325	2	
B2029	14.63	.2707	.5213	.0098	.0045	.0076	.0164	2	
B2030	16.82	.2197	1.0326	.0254	.0181	.0268	.0724	3	
B2031	18.69	.2876	1.2592	.0172	.0164	.0049	.0544	3	
B2032	20.62	.0935	.3865	.0200	.0140	.0177	.0756	2	
B2033	21.36	.4773	.9724	.0509	.0351	.0837	.0649	2	

SUMMARY --	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.3462	.8261	.0409	.0179	.0268	.0565

SUBJECTIVE EVALUATION --	SUBJ1	SUBJ2
AVERAGE	2.3077	
STAND. DEV.	.4615	

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
031772	935	CHO	HSP	MOUNT.	1422	1449	Y	C/E

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B1002	0.00	.2358	.6706	.0732	.0510	.0373	.1030	2	2
B1003	2.67	.0539	.0867	.0229	.0227	.0084	.0758	3	3
B1004	6.49	.0513	.0649	.0157	.0136	.0059	.0509	3	2
B1005	8.62	.0983	.0945	.0211	.0172	.0087	.0487	3	3
B1006	10.67	.0834	.0904	.0237	.0249	.0077	.0620	3	3
B1007	12.59	.0939	.0725	.0136	.0093	.0091	.0581	3	2
B1008	14.65	.0797	.0810	.0182	.0131	.0077	.0413	3	2
B1009	16.53	.1023	.0900	.0202	.0170	.0098	.0545	4	2
B1010	17.78	.0953	.1401	.0349	.0317	.0087	.1270	5	4
B1011	18.45	.1252	.1647	.0456	.0459	.0112	.1474	5	5
B1012	20.53	.0198	.0456	.0119	.0088	.0078	.0693	3	2
B1113	22.32	.0305	.0757	.0242	.0237	.0119	.0916	4	4
B1014	24.51	.0383	.0888	.0307	.0393	.0121	.0888	4	5
B1015	25.72	.0893	.1825	.0503	.0485	.0424	.1442	5	5

SUMMARY --	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.1023	.2261	.0336	.0292	.0174	.0859

SUBJECTIVE EVALUATION --	SUBJ1	SUBJ2
AVERAGE	3.5714	3.1429
STAND. DEV.	.9035	1.1867

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
831772	934	HSP	CHO	MOUNT.	1525	1551	Y	C/E

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B2020	0.00	.2806	.7560	.1122	.0647	.0409	.1256	5	4
B2021	1.25	.0587	.1201	.0329	.0332	.0138	.1071	4	4
B2022	3.22	.0298	.0741	.0170	.0173	.0175	.0754	3	3
B2023	5.15	.0858	.0918	.0175	.0139	.0073	.0589	3	3
B2024	7.32	.0825	.1244	.0266	.0241	.0060	.0649	4	4
B2025	9.09	.0957	.0884	.0111	.0060	.0062	.0267	3	2
B2026	11.11	.0690	.1228	.0260	.0273	.0058	.0708	3	4
B2027	13.09	.0475	.0976	.0172	.0123	.0041	.0463	3	3
B2028	15.06	.0493	.1104	.0258	.0284	.0143	.0611	4	4
B2029	17.18	.0684	.1466	.0410	.0471	.0067	.1041	4	5
B2030	19.30	.0377	.0909	.0312	.0402	.0101	.0963	4	3
B2031	21.03	.0446	.0987	.0267	.0263	.0141	.0700	3	3

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.1086	.2629	.0437	.0336	.0165	.0818

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	3.5833	3.5000
STAND. DEV.	.6401	.7638

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
031072	073	EWR	CHO	HILLY	1045	1149	B	D/A

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
C2023	0.00	.3747	.6891	.0661	.0353	.0638	.0779	3	3
C2024	3.21	.2094	.1828	.0190	.0180	.0432	.0804	4	3
C2025	7.16	.1622	.1200	.0119	.0106	.0036	.0264	3	3
C2026	11.13	.1654	.1611	.0080	.0072	.0024	.0084	2	2
C2027	15.03	.1797	.1389	.0088	.0072	.0160	.0738	2	4
C2028	18.98	.1656	.1201	.0082	.0092	.0023	.0172	2	2
C2029	22.98	.1632	.1068	.0069	.0061	.0022	.0082	2	3
C2030	26.91	.2051	.1261	.0150	.0119	.0029	.0128	3	3
C2031	30.73	.1384	.0963	.0081	.0074	.0025	.0504	2	3
C2032	34.62	.1040	.0827	.0067	.0044	.0057	.0376	1	4
C2033	35.71	.0880	.0728	.0057	.0034	.0014	.0055	1	2
C2034	38.32	.1839	.1159	.0152	.0158	.0041	.0348	2	3
C2035	39.38	.2152	.1435	.0213	.0213	.0060	.0536	3	3
C2036	41.45	.2606	.2101	.0303	.0354	.0079	.0766	4	4
C2037	42.45	.2699	.2459	.0369	.0416	.0134	.0869	4	4
C2038	46.40	.2125	.2573	.0238	.0319	.0299	.0694	4	4
C2039	47.76	.4301	.4872	.1031	.0459	.0695	.0908	3	3

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.2362	.2807	.0383	.0237	.0306	.0582

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	2.6471	3.1176
STAND. DEV.	.9666	.6758

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
031072	070	CHO	EWR	HILLY	0849	0945	8	D/A

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
C1002	0.00	.3475	.7125	.0680	.0386	.0760	.1223	4	4
C1003	2.61	.2210	.2293	.0250	.0201	.0088	.0533	3	4
C1004	6.63	.1554	.1461	.0093	.0081	.0027	.0443	2	3
C1005	10.48	.1299	.1398	.0076	.0062	.0041	.0177	2	3
C1006	14.50	.1408	.1505	.0081	.0060	.0031	.0109	1	3
C1007	18.92	.1545	.1450	.0081	.0068	.0033	.0100	2	2
C1008	22.42	.1512	.1525	.0077	.0067	.0030	.0105	2	3
C1009	24.94	.1289	.1006	.0090	.0087	.0031	.0410	2	4
C1010	26.52	.1214	.0952	.0076	.0065	.0025	.0232	1	3
C1011	27.53	.2167	.1498	.0211	.0162	.0269	.0706	3	3
C1012	30.36	.1368	.1009	.0105	.0084	.0044	.0180	2	3
C1013	32.29	.1693	.1343	.0214	.0227	.0051	.0488	3	4
C1014	34.33	.2115	.1573	.0132	.0114	.0057	.0369	2	3
C1015	38.41	.1243	.1173	.0133	.0114	.0086	.0522	3	3
C1016	42.16	.1564	.1746	.0175	.0161	.0098	.0656	3	3

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.1857	.2536	.0240	.0162	.0235	.0531

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	2.3333	3.2000
STAND. DEV.	.7888	.5416

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
030972	242	CHO	DCA	HILLY	1032	1107	F	C/A

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
A1002	0.00	.0166	.0903	.0176	.0201	.0054	.0614	3	3
A1003	3.90	.0098	.0552	.0096	.0084	.0075	.0314	4	2
A1004	8.00	.0146	.0868	.0164	.0166	.0039	.0472	3	3
A1005	11.00	.0350	.2122	.0447	.0488	.0113	.0897	5	4
A1006	11.86	.0303	.1942	.0399	.0481	.0102	.1257	5	4
A1007	13.07	.0249	.1378	.0263	.0306	.0073	.0842	5	3
A1008	15.75	.0234	.1365	.0246	.0282	.0071	.0829	4	3
A1009	17.20	.0201	.0986	.0229	.0239	.0069	.0934	4	3
A1010	19.72	.0211	.1021	.0224	.0238	.0114	.0870	3	3
A1011	22.63	.0813	.2283	.0435	.0490	.0563	.0521	2	2

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.0297	.1307	.0259	.0292	.0170	.0756

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	3.8000	3.0000
STAND. DEV.	.9798	.6325

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
030972	959	DCA	SHD	HILLY	1125	1207	Y	C/A

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B2013	0.00	.2641	.6559	.1359	.0401	.0450	.0857	5	4
B2014	3.80	.0895	.1197	.0291	.0297	.0135	.1235	4	4
B2015	7.72	.0311	.1074	.0071	.0026	.0061	.0349	3	2
B2016	11.47	.0692	.1576	.0111	.0035	.0082	.0120	2	2
B2017	15.34	.0535	.1657	.0100	.0045	.0071	.0113	2	2
B2018	19.25	.0758	.1310	.0156	.0052	.0064	.0186	2	3
B2019	23.51	.0641	.1257	.0115	.0053	.0064	.0250	2	2
B2020	26.82	.0905	.1599	.0505	.0618	.0097	.1437	5	4
B2021	30.09	.1864	.4482	.0523	.0323	.0643	.0755	3	3

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.1163	.2731	.0496	.0224	.0231	.0600

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	3.1111	2.8889
STAND. DEV.	1.1967	.8749

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
030972	959	SHO	HSP	MOUNT.	1223	1248	Y	C/A

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B3026	0.00	.2934	.6642	.1709	.0534	.0500	.1178	4	4
B3027	3.15	.0882	.1067	.0268	.0263	.0103	.0981	4	3
B3028	7.04	.0881	.0728	.0063	.0036	.0064	.0187	2	2
B3029	11.28	.0482	.0921	.0202	.0163	.0046	.0791	2	2
B3030	12.24	.1620	.3011	.0682	.0761	.0134	.1951	5	4
B3031	14.96	.0499	.1109	.0321	.0482	.0102	.0856	4	3
B3032	18.18	.1037	.2052	.0611	.0568	.0521	.1512	5	4
B3033	18.67	.4412	.7861	.1014	.0624	.0631	.1322	4	4

SUMMARY --	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.1898	.3736	.0817	.0451	.0332	.1108

SUBJECTIVE EVALUATION --	SUBJ1	SUBJ2
AVERAGE	3.7500	3.2500
STAND. DEV.	1.0897	.8292

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
030972	959	HSP	ROA	MOUNT.	1257	1319	Y	C/A

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
84038	0.00	.0755	.1023	.0147	.0126	.0079	.0409	2	3
84039	3.90	.0637	.1277	.0388	.0505	.0097	.0911	5	3
84040	5.23	.1341	.1973	.0396	.0450	.0230	.1041	4	3
84041	7.87	.2140	.3248	.0598	.0462	.0628	.0852	5	3

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.1260	.1920	.0392	.0413	.0293	.0854

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	4.0000	3.0000
STAND. DEV.	1.2247	0.0000

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
030972	074	ROA	CHO	MOUNT.	1540	1608	B	C/A

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
C5046	0.00	.4691	.8996	.0417	.0204	.0670	.0629	3	2
C5047	1.65	.3379	.4928	.0217	.0216	.0111	.0768	2	3
C5048	5.62	.2988	.5142	.0143	.0125	.0025	.0333	2	2
C5049	9.55	.3817	.5719	.0211	.0167	.0389	.0695	3	3
C5050	12.12	.5143	.8881	.0500	.0578	.0133	.1462	4	4
C5051	13.51	.4415	.8002	.0355	.0376	.0095	.1046	4	4
C5052	15.07	.4311	.6540	.0274	.0277	.0068	.0662	3	3
C5053	17.48	.2570	.3012	.0148	.0152	.0110	.0440	3	2
C5054	19.38	.5898	1.0065	.1410	.0618	.1608	.1109	4	4

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.4306	.7376	.0611	.0337	.0701	.0812

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	3.1111	3.0000
STAND. DEV.	.7370	.8165

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
040772	070	CHO	EWR	HILLY	0849	0945	B	A

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
C1073	0.00	.1228	.4175	.0462	.0355	.0606	.0678	2	2
C1074	1.35	.0417	.1376	.0140	.0101	.0061	.0314	3	2
C1075	4.71	.0718	.1765	.0290	.0325	.0093	.0662	4	4
C1076	8.71	.0270	.1019	.0114	.0061	.0030	.0316	2	2
C1077	12.67	.0355	.1077	.0123	.0068	.0031	.0481	2	2
C1078	16.63	.0371	.1019	.0109	.0047	.0014	.0058	2	1
C1079	20.65	.0374	.1050	.0106	.0055	.0017	.0304	2	1
C1080	24.63	.0476	.0996	.0153	.0104	.0027	.0577	3	2
C1081	28.66	.0240	.0922	.0111	.0052	.0122	.0428	2	1
C1082	32.49	.0625	.1240	.0178	.0105	.0033	.0169	2	3
C1083	36.27	.0248	.0944	.0150	.0078	.0065	.0243	2	3
C1084	41.09	.0701	.1456	.0120	.0066	.0039	.0206	2	2
C1085	44.11	.0686	.2012	.0212	.0194	.0425	.0824	3	3
C1086	47.21	.1409	.3254	.0446	.0257	.0580	.0704	3	3

SUMMARY --	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.0740	.2043	.0249	.0181	.0303	.0516

SUBJECTIVE EVALUATION --	SUBJ1	SUBJ2
AVERAGE	2.4286	2.2143
STAND. DEV.	.6227	.8601

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
040772	073	EWR	CHO	HILLY	1045	1149	B	A

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
C2091	0.00	.0750	.2321	.0292	.0246	.0392	.0620	2	2
C2092	1.80	.0146	.0460	.0102	.0107	.0116	.1239	4	4
C2093	4.13	.0188	.0426	.0115	.0045	.0041	.0437	2	2
C2094	8.05	.0178	.0444	.0117	.0044	.0038	.0315	2	2
C2095	11.95	.0228	.0360	.0078	.0034	.0018	.0244	2	2
C2096	16.05	.0207	.0374	.0102	.0036	.0012	.0066	2	2
C2097	19.95	.0527	.1013	.0240	.0190	.0028	.0350	3	4
C2098	23.72	.1015	.1589	.0369	.0258	.0057	.0603	4	4
C2099	27.62	.0315	.0511	.0137	.0061	.0014	.0122	3	2
C2100	28.90	.0434	.0813	.0182	.0098	.0084	.0443	3	3
C2101	32.84	.0250	.0647	.0147	.0101	.0050	.0288	3	2
C2102	34.77	.0179	.0419	.0129	.0077	.0069	.0293	2	2
C2103	38.67	.0314	.0724	.0191	.0170	.0165	.0579	3	3
C2104	42.36	.0248	.0706	.0173	.0169	.0047	.0445	3	2
C2105	42.85	.0129	.0392	.0130	.0041	.0065	.0652	3	3
C2106	43.44	.1846	.3382	.0483	.0346	.0884	.0888	4	3

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.0599	.1238	.0212	.0154	.0247	.0496

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	2.8125	2.6250
STAND. DEV.	.7262	.7806

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
042972	935	CHO	HSP	MOUNT.	1422	1449	Y	D/A

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B3037	0.00	.1417	.2673	.0143	.0059	.0084	.0171	2	2
B3038	2.18	.1220	.3014	.0138	.0054	.0076	.0120	2	2
B3039	3.96	.1487	.2752	.0192	.0112	.0087	.0375	3	3
B3040	5.91	.1948	.1825	.0181	.0090	.0087	.0214	3	2
B3041	7.91	.1748	.2011	.0151	.0078	.0086	.0230	3	2
B3042	10.12	.1579	.2494	.0168	.0100	.0085	.0268	3	2
B3043	11.85	.2299	.4581	.0235	.0162	.0130	.0407	3	3
B3044	13.81	.1574	.2507	.0148	.0112	.0095	.0337	2	2
B3045	15.86	.0549	.2009	.0185	.0110	.0044	.0599	4	2
B3046	17.78	.0371	.1192	.0153	.0114	.0040	.0556	3	2
B3047	19.82	.0594	.1950	.0172	.0126	.0181	.0871	3	2
B3048	21.73	.0879	.2656	.0239	.0232	.0127	.0918	4	3
B3049	22.50	.3983	.8538	.1245	.0497	.0791	.1080	4	3

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.1838	.3606	.0411	.0188	.0256	.0555

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	3.0000	2.3077
STAND. DEV.	.6794	.4615

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
842972	934	HSP	CHO	MOUNT.	1525	1551	Y	D/A

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B4054	0.00	.3793	.9007	.2936	.0445	.0475	.0781	4	3
B4055	2.22	.0314	.0959	.0383	.0089	.0047	.0194	2	2
B4056	4.18	.0350	.1174	.0274	.0122	.0071	.0394	2	2
B4057	6.16	.0532	.1245	.0337	.0112	.0100	.0281	2	2
B4058	8.15	.0528	.1062	.0474	.0071	.0097	.0149	2	2
B4059	10.05	.0516	.1091	.0421	.0070	.0088	.0272	2	2
B4060	12.04	.0532	.1046	.0637	.0074	.0087	.0200	2	2
B4061	14.01	.0567	.1329	.0541	.0085	.0119	.0162	2	2
B4062	15.97	.0165	.0642	.0326	.0051	.0046	.0390	2	2
B4063	17.94	.0120	.0491	.0425	.0062	.0166	.0394	2	2
B4064	19.90	.0156	.0754	.0412	.0071	.0087	.0286	3	2
B4065	21.89	.0314	.1231	.0376	.0219	.0047	.0706	4	3
B4066	23.82	.0204	.0913	.0504	.0180	.0124	.0494	3	3
B4067	25.16	.1145	.3697	.0716	.0320	.0443	.0586	1	1

SUMMARY --	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.1236	.3015	.0999	.0186	.0198	.0434

SUBJECTIVE EVALUATION --	SUBJ1	SUBJ2
AVERAGE	2.3571	2.1429
STAND. DEV.	.8113	.5151

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
841372	935	CHO	HSP	MOUNT.	1422	1449	Y	D

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B1002	0.00	.1662	.4524	.0958	.0331	.0302	.0809	3	
B1003	2.10	.0289	.0923	.0252	.0148	.0068	.0551	2	
B1004	4.12	.0587	.1903	.0498	.0408	.0171	.1290	4	
B1005	6.15	.0328	.0901	.0182	.0043	.0099	.0216	2	
B1006	7.96	.0365	.0951	.0148	.0073	.0074	.0326	2	
B1007	9.93	.0371	.0707	.0105	.0035	.0062	.0309	3	
B1008	12.08	.0141	.0749	.0129	.0054	.0044	.0188	2	
B1009	13.93	.0369	.0733	.0224	.0186	.0072	.0368	3	
B1010	15.83	.0390	.1283	.0369	.0311	.0079	.0873	3	
B1011	17.87	.0400	.1478	.0470	.0485	.0099	.0973	3	
B1012	19.77	.0549	.1974	.0513	.0475	.0101	.1322	4	
B1013	21.74	.0366	.1379	.0552	.0650	.0110	.0890	4	
B1014	23.66	.0413	.1527	.0419	.0428	.0143	.1424	4	
B1015	25.48	.1774	.5025	.0929	.0652	.0589	.1420	4	

SUMMARY --	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.0703	.2031	.0465	.0339	.0171	.0850

SUBJECTIVE EVALUATION --	SUBJ1	SUBJ2
AVERAGE	3.0714	
STAND. DEV.	.7986	

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
841372	934	HSP	CHO	MOUNT.	1525	1551	Y	D

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B2019	0.00	.1551	.6827	.0878	.0376	.0369	.0868	3	
B2020	1.95	.0660	.2627	.0617	.0651	.0168	.1378	3	
B2021	4.00	.0533	.2171	.0161	.0070	.0129	.0452	3	
B2022	7.76	.0371	.1030	.0368	.0269	.0106	.0637	3	
B2023	9.72	.0352	.1152	.0446	.0438	.0113	.0769	3	
B2024	11.67	.0365	.0693	.0304	.0129	.0093	.0582	3	
B2025	13.62	.0422	.0923	.0330	.0120	.0100	.0615	2	
B2026	15.56	.0193	.0573	.0178	.0123	.0030	.0473	2	
B2027	17.51	.0405	.1279	.0528	.0607	.0077	.1113	4	
B2028	19.65	.0255	.0877	.0293	.0286	.0098	.0499	3	
B2029	21.71	.0865	.2362	.0675	.0352	.0366	.0732	3	

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.0679	.2693	.0488	.0356	.0185	.0776

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	2.9091	
STAND. DEV.	.5143	

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
841172	935	CHO	HSP	MOUNT.	1422	1449	Y	D

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B1003	0.00	.6310	1.2929	.2562	.0535	.0447	.1055	4	
B1004	1.29	.4917	.7893	.1280	.0218	.0146	.0604	3	
B1005	3.18	.4862	.6004	.0919	.0232	.0115	.0639	3	
B1006	5.16	.4843	.5998	.0893	.0362	.0137	.0770	3	
B1007	7.12	.4890	.8109	.1409	.0331	.0150	.1079	3	
B1008	9.10	.4892	.9587	.1699	.0180	.0128	.0711	3	
B1009	11.00	.4879	.9397	.1847	.0211	.0141	.0792	3	
B1010	12.99	.4890	1.0327	.1839	.0237	.0140	.0788	4	
B1011	14.96	.1787	.4941	.0256	.0175	.0148	.0959	4	
B1012	16.87	.2806	.8606	.0373	.0284	.0101	.0816	4	
B1013	18.85	.2082	.6995	.0420	.0451	.0089	.1353	4	
B1014	20.77	.1510	.7379	.0455	.0422	.0091	.1098	3	
B1015	22.75	.6024	1.1824	.1823	.0688	.0852	.1260	3	

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.4519	.8777	.1425	.0357	.0270	.0930

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	3.3846	
STAND. DEV.	.4865	

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
041172	934	HSP	CHO	MOUNT.	1525	1551	Y	0

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B2019	0.00	.6431	1.4209	.8483	.0765	.0344	.1158	4	
B2020	2.25	.4200	.4065	.7605	.0087	.0064	.0319	2	
B2021	4.15	.3686	.6403	.3416	.0329	.0113	.1107	3	
B2022	6.19	.4531	.9134	.7448	.0238	.0069	.0709	2	
B2023	8.06	.4243	.8818	1.6196	.0325	.0091	.0900	3	
B2024	10.01	.4106	.9308	.4688	.0364	.0110	.1398	4	
B2025	11.98	.1345	.7829	.0185	.0188	.0058	.0462	2	
B2026	14.07	.0872	.4634	.0155	.0155	.0043	.0405	2	
B2027	15.87	.1526	.2487	.0130	.0092	.0060	.0314	2	
B2028	17.94	.1199	1.1456	.0226	.0144	.0034	.0414	2	
B2029	19.78	.1178	1.0709	.0268	.0199	.0054	.0848	3	
B2030	21.75	.1379	1.0052	.0281	.0224	.0073	.0606	3	
B2031	23.54	.5120	1.0657	.0969	.0542	.0873	.0948	3	

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.3592	.9229	.6530	.0344	.0261	.0829

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	2.6923	
STAND. DEV.	.7216	

DATE	FLT. NO.	ORIG	DEST	TER	TOO	TOA	AIRCRAFT	SUBJ
040872	935	CHO	HSP	MOUNT.	1422	1449	Y	A/G

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B1110	0.00	.1700	.7394	.4774	.0552	.0507	.1080	4	4
B1111	1.14	.0589	.2275	.1393	.0441	.0193	.1132	3	4
B1112	3.13	.0647	.1413	.2791	.0131	.0176	.0547	3	3
B1113	5.15	.0576	.1127	.2249	.0040	.0141	.0156	2	2
B1114	7.21	.0650	.1480	.2799	.0071	.0156	.0246	2	1
B1115	9.15	.0722	.1585	.3064	.0072	.0177	.0248	3	2
B1116	11.12	.0692	.1679	.3092	.0119	.0184	.0437	2	2
B1117	13.10	.0600	.1512	.2730	.0045	.0165	.0316	2	1
B1118	15.20	.0717	.2349	.0801	.0562	.0106	.1263	4	5
B1119	17.11	.0298	.1118	.0535	.0213	.0078	.0694	3	3
B1120	19.06	.0332	.1137	.0419	.0310	.0170	.1039	3	4
B1121	21.04	.0340	.1321	.0424	.0335	.0127	.1084	3	3
B1122	21.90	.1365	.3995	.2182	.0410	.0832	.1024	3	2

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.0855	.2977	.2511	.0319	.0341	.0826

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	2.8462	2.7692
STAND. DEV.	.6617	1.1867

DATE	FLT. NO.	ORIG	DEST	TER	TOD	TOA	AIRCRAFT	SUBJ
040872	934	HSP	CHO	MOUNT.	1525	1551	Y	A/G

DATA POINTS --

POINT ID	TIME (MIN.)	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)	SUBJ1	SUBJ2
B2127	0.00	.4480	1.1272	.1028	.0590	.0570	.1036	3	3
B2128	2.10	.3076	.5012	.0600	.0302	.0175	.1116	3	4
B2129	4.12	.4227	.7712	.0757	.0454	.0186	.1290	4	4
B2130	6.19	.4428	.9962	.0820	.0103	.0182	.0430	2	2
B2131	8.08	.4197	.8597	.1128	.1163	.0179	.1315	5	5
B2132	10.11	.1893	.5042	.0623	.0573	.0125	.1702	4	3
B2133	12.02	.1298	.4371	.0211	.0072	.0039	.0438	2	1
B2134	13.97	.0962	.2779	.0339	.0245	.0087	.0924	4	3
B2135	15.93	.1419	.4354	.0523	.0403	.0085	.1294	4	3
B2136	17.90	.0649	.2345	.0323	.0270	.0068	.0648	2	2
B2137	19.89	.1394	.3791	.0378	.0367	.0163	.1171	4	3
B2138	22.45	.3338	.8050	.1171	.0517	.0643	.0896	3	1

SUMMARY --

	PITCH (RAD/SEC**2)	ROLL (RAD/SEC**2)	YAW (RAD/SEC**2)	TRANS (G)	LONG (G)	VERT (G)
AVERAGE RMS	.3387	.8078	.0808	.0496	.0383	.1062

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2
AVERAGE	3.3333	2.8333
STAND. DEV.	.9428	1.1426

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
120572	119	FLAT	OCA	PHL	1003	1048	N		07000	A/L	CLOUDY L.TURB.	27	270

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
103P1202381	0.00	.6069	1.3563	.4685	.0097	.0159	.0401	3	3
103P1203382	1.99	.1892	.3824	.1646	.0115	.0081	.0238	2	2
103P1204383	7.03	.1433	.3221	.1571	.0020	.0092	.0254	2	3
103P1205384	10.11	.2619	.5470	.1818	.0032	.0105	.0279	2	2
103P1206385	13.06	.2904	.3948	.2226	.0061	.0065	.0340	2	2
103P1207386	16.08	.2944	.8297	.2478	.0085	.0133	.0363	3	3
103P1208387	19.18	.1485	.2879	.1505	.0014	.0068	.0188	2	2
103P1209388	22.31	.2094	.3606	.1681	.0015	.0081	.0246	2	2
103P1210389	24.45	.5226	1.0402	.3034	.0149	.0114	.0435	3	3
103P1211390	26.75	.5321	.8867	.2813	.0117	.0127	.0230	2	2
103P1212391	30.46	.3000	.7358	.3703	.0108	.0087	.0489	3	3
103P1213392	32.12	.6673	1.4681	1.1623	.0393	.0169	.1220	4	4

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.4164	.8656	.4682	.0161	.0114	.0521

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.5000	2.5833	1.8750
STAND. DEV.	.6455	.6401	.5995
OVERALL RATING	2.0000	2.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 8

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
120572	165	FLAT	PHL	AIY	1225	1256	T		02500	A/L	CLEAR		

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
2P2A1203343	0.00	.7271	1.9470	1.4112	.0618	.0300	.0666	3	3
2P2A1204344	2.45	.1947	.3862	.0913	.0037	.0066	.0087	2	2
2P2A1205345	5.37	.1744	.4098	.1241	.0069	.0118	.0142	2	2
2P2A1206346	7.65	.1853	.3152	.1960	.0090	.0082	.0284	2	2
2P2A1207347	10.65	.1405	.2880	.0879	.0019	.0063	.0068	2	2
2P2A1208348	12.61	.3066	.3476	.1108	.0049	.0064	.0107	2	2
2P2A1209349	14.78	.1401	.3460	.0929	.0059	.0071	.0075	2	2
2P2A1210350	16.63	.1944	.4292	.1735	.0090	.0094	.0226	2	2
2P2A1211351	18.69	1.6281	1.0016	1.2279	.0312	.0196	.0627	2	2

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.6174	.7326	.5949	.0216	.0132	.0325

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.1111	2.1111	2.6364
STAND. DEV.	.3143	.3143	.6428
OVERALL RATING	2.0000	2.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 11

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
120572	180	FLAT	AIY	PHL	1421	1445	T3		02500	A/L	CLEAR	17	210

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
3A2P1202241	0.00	.1616	.2044	.1504	.0058	.0067	.0128	2	2
3A2P1203242	2.87	.1315	.1970	.0584	.0012	.0063	.0055	2	2
3A2P1204244	6.08	.1384	.1494	.0626	.0010	.0071	.0039	2	2
3A2P1205246	8.84	.1423	.1861	.0741	.0011	.0071	.0066	2	2
3A2P1206247	10.72	.2212	.2440	.1231	.0118	.0079	.0175	2	3
3A2P1207248	12.88	.1929	.3477	.1229	.0048	.0088	.0147	2	3
3A2P1208249	14.81	.2852	.4723	.2169	.0282	.0086	.0201	1	3

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.1964	.2962	.1335	.0131	.0077	.0136

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	1.8571	2.4286	2.5000
STAND. DEV.	.3499	.4949	.8660
OVERALL RATING	2.0000	2.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 4

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
120572	124	FLAT	PHL	DCA	1619	1716	N		06500	A/L	CLEAR L.TURB.		

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
4P301203342	0.00	.1991	.1807	.0865	.0038	.0033	.0089	3	1
4P301204343	2.53	.1815	.3268	.1283	.0038	.0043	.0154	2	2
4P301205344	5.11	.1028	.1895	.1228	.0072	.0028	.0138	2	2
4P301206345	9.13	.0504	.1695	.0866	.0019	.0042	.0069	2	2
4P301207346	13.76	.0466	.1611	.0826	.0020	.0043	.0096	2	2
4P301208347	16.55	.0851	.2247	.1157	.0027	.0055	.0148	2	2
4P301209348	18.84	.0563	.1784	.1028	.0025	.0045	.0136	2	2
4P301210349	21.64	.1116	.2278	.1060	.0034	.0052	.0126	3	2
4P301211350	24.18	.0812	.2228	.1062	.0041	.0050	.0152	2	2
4P301212351	27.79	.3499	.7770	.1580	.0060	.0111	.0288	3	3
4P301213352	30.07	.0792	.2074	.0875	.0086	.0023	.0130	2	2
4P301214353	32.78	.3038	.8535	.1670	.0034	.0146	.0299	3	3
4P301215354	35.04	.2246	.6555	.1737	.0054	.0133	.0273	3	3
4P301216355	37.14	.2087	.6382	.1934	.0035	.0129	.0356	3	3
4P301217356	39.46	.1617	.3321	.1053	.0055	.0070	.0122	2	2
4P301218357	43.40	.9450	.8192	.2565	.0134	.0065	.0313	3	2
4P301219358	45.82	.5698	1.3174	.4161	.0419	.0198	.0572	4	4

SUMMARY --	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.3022	.5370	.1689	.0122	.0087	.0237

SUBJECTIVE EVALUATION --	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.5294	2.2941	2.4545
STAND. DEV.	.6056	.6655	.8907
OVERALL RATING	2.0000	2.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 22

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
120672	119	FLAT	DCA	PHL	0933	1008	N		06000	A/L	RAIN L.TURB.	25	210

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
1D3P1202011	0.00	1.0795	.9935	.2784	.0051	.0075	.0223	2	2
1D3P1203012	3.13	.3201	.6587	.3664	.0293	.0121	.0371	2	2
1D3P1204013	5.50	.3784	.9355	.2139	.0046	.0120	.0399	3	3
1D3P1205014	8.13	.6008	1.8173	.5983	.0135	.0239	.0845	3	3
1D3P1206015	12.75	.4226	1.0991	.2207	.0036	.0106	.0290	2	3
1D3P1207016	16.15	.5685	1.1731	.6308	.0284	.0251	.0727	3	2
1D3P1208017	19.13	.8255	1.9430	1.1011	.0417	.0421	.1004	3	3
1D3P1209018	24.13	.4795	1.2957	.1450	.0236	.0098	.0238	3	3
1D3P1210019	27.25	.5884	1.4900	.3051	.0102	.0082	.0448	2	3
1D3P1211020	28.70	.8765	1.8642	.3608	.0239	.0354	.0555	3	4

SUMMARY --	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.6127	1.2901	.4590	.0221	.0199	.0525

SUBJECTIVE EVALUATION --	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.6000	2.8000	2.1429
STAND. DEV.	.4899	.6000	1.1867
OVERALL RATING	3.0000	3.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 14

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
120672	165	FLAT	PHL	AIY	1130	1303	T3		03000	A/L	CLOUDY L.TURB.	20	250

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
2P2A1202341	0.00	.7269	1.5404	.4895	.0130	.0256	.0688	3	4
2P2A1203342	2.75	.6420	.9199	.1838	.0208	.0100	.0229	2	2
2P2A1204343	5.70	.1672	.3675	.1009	.0017	.0083	.0147	2	2
2P2A1205344	7.59	.7774	1.2895	.7475	.0335	.0295	.0894	3	3
2P2A1206345	9.80	.2441	.5246	.0886	.0013	.0113	.0165	3	2
2P2A1207346	11.58	1.2930	1.7684	.3887	.0062	.0415	.0663	4	3
2P2A1208347	13.90	.3875	.7938	.1949	.0012	.0155	.0339	2	3
2P2A1209349	16.08	.7788	1.0241	.3605	.0193	.0169	.0353	2	2
2P2A1210350	18.62	.8027	.9086	.1566	.0011	.0109	.0145	2	2
2P2A1211351	20.65	.8006	1.5553	.5646	.0298	.0329	.0865	4	4
2P2A1212352	22.66	1.5318	3.0838	.8462	.0259	.0470	.1216	4	4

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.8610	1.5049	.4577	.0185	.0262	.0638

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.8182	2.8182	2.7143
STAND. DEV.	.8332	.8332	.4518
OVERALL RATING	3.0000	3.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 7

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
120672	180	FLAT	AIY	PHL	1445	1513	T2		03000	A/L	CLOUDY RAIN	20	230

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
3A2P1203343	0.00	1.1539	3.7992	1.3325	.0255	.0456	.1699	4	4
3A2P1204344	2.43	.2539	.5813	.1892	.0056	.0104	.0259	2	2
3A2P1205345	5.97	.2659	.6299	.2339	.0072	.0119	.0253	2	2
3A2P1206346	9.37	.7184	.7280	.2649	.0054	.0107	.0327	2	2
3A2P1207347	11.41	.7290	1.6358	.4352	.0070	.0293	.0775	3	3
3A2P1208348	13.43	.8984	1.7116	.4209	.0104	.0331	.0740	4	3
3A2P1209349	15.43	.4855	1.0634	.2681	.0189	.0175	.0448	4	2

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.6586	1.5137	.4740	.0132	.0232	.0672

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	3.0000	2.5714	3.5000
STAND. DEV.	.9258	.7284	.9574
OVERALL RATING	2.0000	3.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 6

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
120672	124	FLAT	PHL	DCA	1612	1721	N		06000	A/L	RAIN L.TURB.	24	220

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
4P301203346	0.00	.9824	2.6190	1.0843	.0217	.0302	.1277	4	3
4P301204347	3.73	.3738	1.2032	.3382	.0093	.0123	.0440	3	2
4P301205348	6.03	.5075	1.3704	.4154	.0198	.0211	.0651	3	3
4P301206349	8.69	.4280	1.0009	.1710	.0050	.0199	.0464	3	3
4P301207350	11.72	.3112	.8216	.2213	.0033	.0176	.0540	3	2
4P301208351	14.55	.3259	.9049	.3062	.0111	.0187	.0424	3	3
4P301209352	18.51	.1591	.3213	.1830	.0055	.0086	.0287	2	2
4P301210353	27.79	.2230	.4970	.1262	.0030	.0121	.0317	2	2
4P301211354	31.37	.3289	.7802	.1797	.0027	.0128	.0386	2	2
4P301212355	34.04	1.3461	2.6291	.7394	.0022	.0314	.1007	3	4
4P301213356	36.54	.6135	1.2444	.7864	.0249	.0317	.0754	3	3
4P301214357	39.62	.3933	.7802	.2793	.0038	.0193	.0530	3	3
4P301215358	42.74	.0997	.1974	.2005	.0014	.0063	.0379	2	2
4P301216359	45.28	.3546	.8166	.1955	.0366	.0166	.0417	3	2
4P301217360	48.60	.1521	.5379	.0916	.0052	.0080	.0197	2	2
4P301218361	51.79	1.0363	1.2045	.3453	.0093	.0178	.0407	2	3

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.5578	1.1829	.4068	.0150	.0182	.0557

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.6875	2.5625	2.8824
STAND. DEV.	.5830	.6092	1.0783
OVERALL RATING			

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 17

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
121172	119	FLAT	DCA	PHL	0930	1015	N		05500	A/M	CLEAR	11	340

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
1D3P1302345	0.00	.1018	.2203	.1388	.0030	.0052	.0229	2	2
1D3P1303346	3.10	.1255	.1857	.1155	.0012	.0046	.0218	2	2
1D3P1304347	7.09	.0584	.1483	.1189	.0033	.0039	.0241	2	2
1D3P1305348	10.07	.0749	.1691	.0982	.0013	.0041	.0198	2	2
1D3P1306349	14.42	.0602	.1559	.0888	.0026	.0045	.0166	2	2
1D3P1307350	18.34	.0609	.1500	.0883	.0012	.0028	.0152	2	2
1D3P1308351	23.01	.0965	.2524	.1108	.0025	.0058	.0221	2	2
1D3P1309352	24.42	.3285	.6835	.1316	.0070	.0198	.0365	3	3

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.1261	.2638	.1127	.0030	.0071	.0226

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.1250	2.1250	2.1333
STAND. DEV.	.3307	.3307	.6182
OVERALL RATING	2.0000	3.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 15

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
121172	167	FLAT	PHL	AIY	1056	1120	T2		03500	A/M	CLEAR	20	290

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
2P2A1301008	0.00	.6934	1.8013	.4163	.0098	.0211	.0768	3	3
2P2A1302009	3.14	.1908	.3991	.1498	.0103	.0069	.0233	2	2
2P2A1303010	5.40	.3082	.5230	.1489	.0015	.0090	.0237	2	2
2P2A1304011	7.32	.2702	.5900	.1498	.0020	.0092	.0242	2	2
2P2A1305012	9.56	.2331	.4884	.2074	.0076	.0095	.0223	2	2
2P2A1306013	11.62	.7841	1.4083	.3481	.0083	.0208	.0699	3	3
2P2A1307014	13.64	.9801	1.9184	.5715	.0096	.0256	.1067	4	3
2P2A1308015	15.32	.7827	1.5180	.5429	.0089	.0212	.0918	4	3
2P2A1309016	17.56	1.3076	2.3105	.3789	.0151	.0126	.0738	3	3

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.6846	1.3031	.3493	.0088	.0161	.0626

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.7778	2.5556	3.0000
STAND. DEV.	.7857	.4969	0.0000
OVERALL RATING	3.0000	3.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 1

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
121172	166	FLAT	AIY	PHL	1248	1314	T		02500	A/M	L.TURB.	15	280

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
3A2P1302242	0.00	.6847	1.7689	.3523	.0133	.0207	.0684	3	3
3A2P1303243	2.14	.8038	1.4330	.4231	.0103	.0231	.0778	3	3
3A2P1304244	5.17	.7590	1.6602	.4113	.0029	.0215	.0704	3	3
3A2P1305245	7.29	.5626	.8049	.2743	.0044	.0156	.0473	2	3
3A2P1306246	9.19	.6660	1.0795	.3095	.0025	.0175	.0594	3	3
3A2P1307247	11.56	.8303	1.6979	.4724	.0045	.0229	.0771	3	3
3A2P1308248	13.99	.8970	1.4332	.5129	.0080	.0234	.0902	4	3
3A2P1309249	16.13	1.2154	1.8027	.5926	.0084	.0329	.1078	4	4
3A2P1310250	18.13	.6584	1.8188	.5064	.0078	.0225	.0887	3	3

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.8083	1.5385	.4343	.0070	.0227	.0773

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	3.1111	3.1111	2.0000
STAND. DEV.	.5666	.3143	1.0000
OVERALL RATING.	3.0000	3.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 2

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
121172	120	FLAT	PHL	DCA	1402	1447	V		06500	A/M	L.TURB.	15	290

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
4P101303009	0.00	.5277	2.2874	1.0306	.0082	.0239	.1624	4	3
4P101304010	3.17	.5697	1.4846	.5857	.0303	.0271	.1425	4	3
4P101305011	7.88	.3262	.8094	.2166	.0064	.0142	.0401	2	2
4P101306012	11.36	.2002	.4964	.0844	.0015	.0090	.0162	2	2
4P101307013	15.09	.1327	.3679	.1543	.0025	.0065	.0291	2	2
4P101308014	19.00	.1187	.2326	.0569	.0012	.0056	.0085	2	2
4P101309015	23.13	.1067	.3030	.1033	.0032	.0066	.0188	2	2
4P101310016	26.16	.7950	1.6417	.3322	.0139	.0313	.1062	3	3
4P101311017	28.13	.8216	1.4727	.6386	.0086	.0201	.1098	3	3
4P101312018	32.08	.5806	1.3851	.3594	.0057	.0266	.0954	3	3
4P101313019	34.77	.7212	1.6601	.5439	.0618	.0245	.0672	2	2

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.5116	1.2583	.4607	.0202	.0196	.0869

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.6364	2.4545	3.5714
STAND. DEV.	.7714	.4979	1.0498
OVERALL RATING	3.0000	2.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 7

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
121172	127	FLAT	DCA	PHL	1607	1652	N		05500	A	CLEAR L.TURB.	23	280

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
5D3P1002005	0.00	.2365	.4292	.0875	.0067	.0082	.0209	2	
5D3P1003006	3.98	.1170	.2868	.1310	.0073	.0054	.0301	2	
5D3P1004007	6.98	.1631	.2221	.0579	.0026	.0060	.0115	2	
5D3P1005008	11.04	.0945	.1935	.0715	.0098	.0059	.0163	2	
5D3P1006009	14.03	.0951	.1911	.0408	.0287	.0058	.0095	2	
5D3P1007010	18.03	.1375	.2439	.0369	.0168	.0072	.0112	2	
5D3P1008011	22.15	.1650	.3270	.1053	.0212	.0088	.0291	2	
5D3P1009012	24.02	.2467	.4244	.1235	.0101	.0131	.0266	3	
5D3P1010013	25.07	.1614	.4131	.0905	.0103	.0108	.0252	3	
5D3P1011014	31.29	.5274	.9700	.1645	.0132	.0250	.0500	3	

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.2248	.4232	.0982	.0150	.0109	.0255

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.3000		2.6522
STAND. DEV.	.4583		.9141
OVERALL RATING	2.0000		

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 23

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
121172	127	FLAT	PHL	PNE	1703	1716	N			A	L.TURB.		

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
6P3N1003021	0.00	.7351	.5044	.3209	.0198	.0080	.0330	2	
6P3N1004022	1.32	.7777	1.0964	.4879	.0117	.0390	.1193	4	
6P3N1005023	2.52	.4264	1.1017	.2078	.0043	.0280	.0723	3	
6P3N1006024	4.88	.5059	.4431	.2619	.0175	.0117	.0224	2	

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.6335	.7829	.3289	.0156	.0227	.0658

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.7500		0.0000
STAND. DEV.	.8292		0.0000
OVERALL RATING	3.0000		

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 0

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
121172	114	FLAT	PNE	DCA	0756	0900	N		06500	A	CLOUDY	00	000

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
1N3D1002343	0.00	.4268	1.0071	.4506	.0237	.0138	.0684	2	
1N3D1003344	2.66	.1679	.3012	.0650	.0109	.0052	.0110	2	
1N3D1004345	7.07	.1811	.3760	.1412	.0083	.0099	.0257	2	
1N3D1005346	10.15	.3690	.9462	.1631	.0059	.0185	.0416	3	
1N3D1006347	15.09	.1443	.2855	.1310	.0064	.0058	.0232	2	
1N3D1007348	18.80	.0893	.2210	.1510	.0099	.0058	.0292	2	
1N3D1008349	22.83	.1429	.2185	.1170	.0141	.0051	.0265	2	
1N3D1009350	25.69	.1685	.4990	.1422	.0121	.0140	.0367	3	
1N3D1010351	28.95	.1446	.4276	.0700	.0075	.0112	.0224	2	
1N3D1011352	32.36	.1619	.3856	.2412	.0138	.0095	.0214	2	
1N3D1012353	35.81	.2085	.4705	.1257	.0082	.0104	.0237	2	
1N3D1013354	40.04	.1404	.2724	.0753	.0090	.0061	.0188	2	
1N3D1014355	44.51	.1684	.3083	.1168	.0089	.0076	.0275	2	
1N3D1015356	47.00	.2711	.4849	.1554	.0081	.0081	.0271	2	
1N3D1016357	50.01	.1535	.3482	.2012	.0076	.0067	.0276	1	
1N3D1017358	54.02	.3363	.5723	.3041	.0073	.0056	.0362	1	
1N3D1018359	58.49	1.0203	2.1671	.4356	.0182	.0232	.0482	3	

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.3005	.6444	.2003	.0111	.0101	.0317

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.0588		3.0000
STAND. DEV.	.5391		.8402
OVERALL RATING	2.0000		

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 17

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
121172	119	FLAT	DCA	PHL	0925	1003	N			A/B	CLOUDY L.TURB.		

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
203P1402364	0.00	.3769	1.3548	.2970	.0100	.0216	.0584	3	4
203P1403365	1.72	.2049	.7426	.1142	.0062	.0109	.0282	2	2
203P1404366	2.77	.2796	.7832	.1333	.0076	.0108	.0275	2	3
203P1405367	4.45	.6360	1.5396	.2735	.0056	.0188	.0576	3	3
203P1406368	5.77	.3264	.8966	.1412	.0075	.0183	.0408	3	3
203P1407369	7.14	.1442	.3836	.0987	.0132	.0077	.0224	2	1
203P1408370	9.03	.2598	.5977	.1813	.0163	.0148	.0422	3	2
203P1409371	10.29	.3008	1.2027	.1351	.0075	.0108	.0222	3	2
203P1410372	12.29	.5138	1.2003	.4149	.0270	.0273	.0645	3	3

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.3628	1.0016	.2281	.0139	.0172	.0438

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.6667	2.5556	2.3333
STAND. DEV.	.4714	.8315	.8165
OVERALL RATING	3.0000	2.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 9

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
121172	167	FLAT	PHL	AIY	1056	1123	T			A/B	CLOUDY L.TURB.		

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
3P2A1402030	0.00	.8957	1.8769	.5083	.0256	.0289	.0723	3	3
3P2A1403031	2.75	.3366	.9628	.2285	.0055	.0120	.0301	2	2
3P2A1404032	4.70	.3523	.8037	.1701	.0035	.0120	.0215	2	2
3P2A1405033	6.77	.1583	.5911	.1416	.0038	.0130	.0180	2	1
3P2A1406034	8.75	.1645	.5535	.1305	.0038	.0074	.0151	2	2
3P2A1407035	10.77	.2276	.6122	.1558	.0038	.0100	.0195	2	2
3P2A1408036	13.74	.4586	1.3819	.2896	.0040	.0211	.0450	3	3
3P2A1409037	15.92	.1604	.5228	.1208	.0040	.0061	.0146	2	1
3P2A1410038	18.19	.3866	.9559	.2419	.0112	.0175	.0589	3	2
3P2A1411039	19.80	.5578	1.1159	.4257	.0198	.0136	.0620	3	2

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.4228	1.0134	.2652	.0109	.0152	.0394

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.4000	2.0000	2.6000
STAND. DEV.	.4899	.6325	.4899
OVERALL RATING	3.0000	2.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 5

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
121272	166	FLAT	AIY	PHL	1254	1317	T3		01500	A/B	RAIN L.TURB.	10	09J

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
4A2P1402243	0.00	.3445	.6908	.1971	.0052	.0120	.0291	2	2
4A2P1403244	2.30	.2543	.4530	.1105	.0039	.0073	.0217	2	1
4A2P1404245	4.52	.5881	1.1550	.2548	.0074	.0203	.0507	3	2
4A2P1405246	6.93	.2418	.6429	.1170	.0045	.0095	.0246	2	1
4A2P1406247	8.65	1.0163	1.4985	.3661	.0060	.0278	.0724	4	4
4A2P1407248	9.04	.9888	1.5206	.5103	.0045	.0329	.0925	3	3
4A2P1408249	11.51	.3142	.3330	.0773	.0033	.0064	.0136	2	1
4A2P1409250	13.52	.3935	.7748	.1381	.0241	.0176	.0321	3	2
4A2P1410251	15.93	1.0506	1.4628	.5774	.0369	.0191	.0528	2	2

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.5922	.9444	.2876	.0157	.0164	.0425

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.5556	2.0000	2.6667
STAND. DEV.	.6849	.9428	.4714
OVERALL RATING	3.0000	2.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 3

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
121372	145	FLAT	DCA	PHL	1100	1145	V		05500	A/C	CLEAR	30	320

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
101P1502343	0.00	.8695	2.3603	.6228	.0174	.0379	.1531	4	3
101P1503344	3.55	.2448	.6376	.0954	.0063	.0105	.0229	2	2
101P1504345	6.66	.1107	.2948	.1213	.0095	.0155	.0277	2	2
101P1505346	9.65	.1636	.3872	.1054	.0017	.0119	.0186	2	2
101P1506347	12.61	.1901	.3836	.0901	.0018	.0074	.0216	2	2
101P1507348	16.62	.2116	.4029	.1073	.0043	.0082	.0259	2	2
101P1508349	19.60	.1311	.3013	.0969	.0019	.0062	.0187	2	2
101P1509350	23.73	.2409	.5741	.1455	.0019	.0107	.0438	3	2
101P1510351	25.04	1.3631	2.5621	.3839	.0043	.0542	.1310	3	4
101P1511352	26.72	1.2966	2.5176	.5224	.0141	.0412	.1203	3	4

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.6306	1.3331	.2876	.0082	.0243	.0743

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.5000	2.5000	3.4615
STAND. DEV.	.6708	.8062	.9295
OVERALL RATING	3.0000	2.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 13

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
121372	165	FLAT	PHL	AIY	1227	1257	T3		01500	A/C	CLEAR TURB.	15	270

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
2P2A1517358	0.00	1.8750	2.2081	.9526	.0160	.0334	.0843	3	4
2P2A1518359	2.43	1.1631	2.1997	.6439	.0083	.0452	.1396	3	4
2P2A1519350	4.44	1.0760	2.1421	.6847	.0043	.0421	.1212	4	4
2P2A1520361	6.73	.9635	1.9260	.5549	.0111	.0379	.1198	3	4
2P2A1521362	8.23	1.1864	2.2701	.5952	.0079	.0447	.1267	4	4
2P2A1522363	10.40	1.0114	2.4669	.7241	.0096	.0407	.1439	3	4
2P2A1523364	12.52	1.4405	2.7399	.8308	.0111	.0554	.1833	4	5
2P2A1524365	14.54	1.3930	2.9387	.7593	.0099	.0526	.1720	3	5
2P2A1525366	16.42	1.3953	2.5880	1.1397	.0329	.0289	.1119	3	4

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	1.3171	2.4603	.7913	.0146	.0439	.1406

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	3.3333	4.2222	3.8333
STAND. DEV.	.4714	.4157	.6872
OVERALL RATING	4.0000	4.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 6

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
121372	180	FLAT	AIY	PHL	1426	1456	T3		02500	A/C	CLOUDY L.TURB.	30	360

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
3A2P1502344	0.00	.7655	1.9483	.4377	.0152	.0274	.0909	3	2
3A2P1503345	2.04	.7283	1.4232	.3656	.0059	.0224	.0731	3	3
3A2P1504346	4.04	.6694	1.7153	.3430	.0116	.0269	.0785	3	3
3A2P1505347	7.00	.6516	1.2099	.3388	.0099	.0244	.0686	3	3
3A2P1506348	9.52	.4362	1.2448	.3100	.0043	.0190	.0628	3	3
3A2P1507349	13.02	.2766	.5633	.1297	.0037	.0127	.0255	2	2
3A2P1508350	15.25	.5336	1.1381	.3005	.0071	.0212	.0570	3	2
3A2P1509351	18.51	.7675	2.2904	.5276	.0050	.0338	.1048	3	3
3A2P1510352	21.03	.7050	1.3540	.2802	.0117	.0244	.0575	3	3

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.6523	1.5936	.3631	.0095	.0253	.0752

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.8889	2.6667	2.5000
STAND. DEV.	.3143	.4714	.5000
OVERALL RATING	3.0000	3.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 10

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
121372	124	FLAT	PHL	DCA	1608	1656	N	175	08500	A/C	CLOUDY	25	235

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
4P3D1502004	0.00	.7941	1.8690	.5023	.0096	.0235	.0801	3	2
4P3D1503005	4.05	.0666	.2034	.1046	.0041	.0027	.0187	2	3
4P3D1504006	7.33	.1128	.2665	.0883	.0027	.0030	.0131	2	2
4P3D1505007	13.02	.0745	.1884	.0831	.0060	.0028	.0137	2	2
4P3D1506008	17.07	.0571	.1796	.1074	.0048	.0039	.0203	2	2
4P3D1507009	20.08	.0928	.1965	.1045	.0016	.0045	.0163	2	2
4P3D1508010	24.06	.1663	.3151	.0937	.0023	.0069	.0177	2	2
4P3D1509011	29.18	.2481	.4322	.1089	.0037	.0060	.0212	2	2
4P3D1510012	31.95	.4207	1.0537	.2754	.0160	.0222	.0564	3	2
4P3D1511013	35.02	.3995	.8962	.2542	.0048	.0178	.0431	3	3
4P3D1512014	37.90	1.1044	1.4201	.5028	.0394	.0203	.0853	2	3

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.4131	.8096	.2379	.0116	.0125	.0407

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.2727	2.2727	2.4286
STAND. DEV.	.4454	.4454	.9035
OVERALL RATING	2.0000	2.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 14

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
121472	120	FLAT	PHL	DCA	1405	1500	V	210	07000	A/B	CLEAR	18	890

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
4P1D1402057	0.00	1.7035	1.6962	.7843	.0181	.0130	.0747	2	2
4P1D1403058	3.71	.2481	.8509	.1868	.0032	.0113	.0454	2	3
4P1D1404059	6.71	.1801	.4081	.0985	.0062	.0073	.0208	2	1
4P1D1405060	10.68	.1458	.2571	.0640	.0013	.0066	.0138	2	1
4P1D1406061	14.72	.1288	.3352	.0680	.0016	.0067	.0164	2	2
4P1D1407062	18.68	.1425	.3168	.0617	.0010	.0076	.0165	2	2
4P1D1408063	23.69	.1221	.2312	.0591	.0011	.0057	.0118	2	2
4P1D1409064	28.03	.4592	.8880	.1229	.0014	.0203	.0507	3	3
4P1D1410065	31.64	.1986	.4328	.0770	.0016	.0056	.0183	2	2
4P1D1411066	35.69	.2824	.5987	.1290	.0016	.0131	.0360	2	3
4P1D1412067	39.56	.2621	.6468	.1148	.0026	.0077	.0194	2	2
4P1D1413068	42.70	.6945	1.0208	.4564	.0089	.0124	.0626	3	2

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.5376	.7131	.2587	.0058	.0101	.0354

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.1667	2.0833	2.4545
STAND. DEV.	.3727	.6401	.6556
OVERALL RATING	2.0000	2.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 11

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
121872	119	FLAT	DCA	PHL	0925	1016	N	180	07500	A	CLEAR	20	240

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
103P1002342	0.00	.6176	.9057	.2845	.0240	.0086	.0357	2	
103P1003343	3.23	1.2205	2.1474	.5802	.0134	.0314	.0954	3	
103P1004344	6.70	.1589	.2238	.0983	.0178	.0024	.0124	2	
103P1005345	10.73	.1423	.1993	.0724	.0038	.0021	.0130	2	
103P1006346	14.95	.0642	.1122	.1183	.0013	.0019	.0224	2	
103P1007347	19.29	.1468	.2657	.0547	.0020	.0052	.0121	2	
103P1008348	24.84	.1876	.2262	.0847	.0060	.0031	.0152	2	
103P1009349	26.94	.4702	.9780	.2553	.0052	.0160	.0471	3	
103P1010350	29.32	1.0189	1.8691	.5604	.0194	.0179	.0676	3	

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.6087	1.0779	.3134	.0133	.0132	.0445

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.3333		2.5385
STAND. DEV.	.4714		.7458
OVERALL RATING	2.0000		

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 13

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
121872	140	FLAT	PHL	DCA	1025	1118	N	180	06500	A	CLEAR	20	240

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
2P3D1015355	0.00	.2537	.3786	.1615	.0062	.0068	.0281	2	
2P3D1016356	4.01	.1145	.2051	.1323	.0057	.0038	.0173	2	
2P3D1017357	8.01	.1677	.3158	.1233	.0020	.0041	.0254	2	
2P3D1018358	13.02	.0737	.1515	.0686	.0019	.0038	.0093	2	
2P3D1019359	17.58	.1091	.1882	.0653	.0017	.0047	.0076	2	
2P3D1020360	22.10	.1888	.2867	.0845	.0023	.0067	.0113	2	
2P3D1021361	28.39	.1065	.1928	.0970	.0111	.0057	.0170	2	
2P3D1022362	31.01	.7307	1.3630	.2718	.0133	.0299	.0715	3	
2P3D1023363	32.16	1.2625	2.2143	.4586	.0122	.0512	.1389	4	
2P3D1024364	34.04	.3949	.7342	.2165	.0080	.0193	.0604	3	
2P3D1025365	37.02	.8253	1.7299	.2665	.0034	.0263	.0718	3	
2P3D1026366	39.04	.2178	.5051	.1595	.0082	.0112	.0298	2	
2P3D1027367	40.99	.6689	3.3050	.9189	.0204	.0303	.1317	4	

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.5013	1.0977	.2555	.0081	.0197	.0563

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.5385		3.2000
STAND. DEV.	.7458		.9798
OVERALL RATING	3.0000		

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 5

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
121872	215	FLAT	OCA	PHL	1155	1231	N	180	07500	A	CLEAR	20	240

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
303P1002004	0.00	.7104	1.2245	.3540	.0179	.0099	.0392	2	
303P1003005	1.42	.5371	1.1434	.2882	.0184	.0171	.0524	3	
303P1004006	5.94	.2133	.3086	.1124	.0139	.0040	.0181	2	
303P1005007	9.51	.0760	.1467	.0669	.0030	.0020	.0075	2	
303P1006008	14.07	.1001	.1596	.0792	.0042	.0025	.0111	2	
303P1007009	18.62	.0929	.1937	.1048	.0102	.0032	.0155	2	
303P1008010	22.68	.1991	.3829	.1139	.0205	.0102	.0244	3	
303P1009011	25.52	.3115	.5545	.1644	.0113	.0114	.0383	2	
303P1010012	26.58	.9348	1.9412	.4085	.0161	.0338	.0915	3	

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.3709	.7150	.1883	.0129	.0112	.0335

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.3333		2.9000
STAND. DEV.	.4714		.8307
OVERALL RATING	2.0000		

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 10

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
121872	215	FLAT	PHL	PNE	1240	1253	N			A	L.TURB.		

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
4P3N1015017	0.00	.9132	2.0305	.3875	.0110	.0358	.0724	3	
4P3N1016018	1.44	.7383	1.6961	.3796	.0230	.0393	.1058	4	
4P3N1017019	2.25	1.1199	2.2081	.4514	.0148	.0460	.1197	4	

SUMMARY --	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.9773	2.0455	.4149	.0158	.0413	.1023

SUBJECTIVE EVALUATION --	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	3.6667		0.0000
STAND. DEV.	.4714		0.0000
OVERALL RATING			

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 0

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
121872	144	FLAT	PNE	TTN	1401	1415	N	180	03000	A	TURB.	25	240

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
5N3T1002009	0.00	1.0373	2.5450	.5519	.0147	.0272	.0765	3	
5N3T1003010	1.53	.6734	1.4232	.2719	.0089	.0233	.0593	3	
5N3T1004011	4.02	.9239	1.9422	.3784	.0142	.0287	.0808	3	
5N3T1005012	6.03	1.4421	2.5512	.9343	.0334	.0205	.0781	3	

SUMMARY --	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	1.0565	2.1748	.5958	.0201	.0249	.0734

SUBJECTIVE EVALUATION --	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	3.0000		0.0000
STAND. DEV.	0.0000		0.0000
OVERALL RATING	3.0000		

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 0

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
121872	144	FLAT	TTN	PHL	1417	1439	N			A			

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
6T3P1009016	0.00	.6196	1.0322	.2833	.0096	.0163	.0434	3	
6T3P1010017	2.19	.1154	.1612	.0974	.0069	.0023	.0151	2	
6T3P1011018	4.93	.1250	.2465	.0711	.0054	.0142	.0134	2	
6T3P1012019	6.57	.3187	.3952	.1421	.0074	.0067	.0293	2	
6T3P1013020	8.95	.4264	.7559	.1701	.0116	.0157	.0517	3	
6T3P1014021	10.71	.2606	.6377	.2041	.0155	.0105	.0320	2	
6T3P1015022	12.67	.5254	1.1881	.3817	.0158	.0135	.0479	2	

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.3794	.6764	.1980	.0104	.0109	.0347

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.2857		2.4286
STAND. DEV.	.4518		.7284
OVERALL RATING	3.0000		

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 7

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
121872	144	FLAT	PHL	DCA	1458	1550	N	180	06500	A	CLOUDY L.TURB.	60	280

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
7P3D1019026	0.00	.3904	.8165	.1728	.0089	.0112	.0330	2	
7P3D1020027	2.97	.4726	1.0036	.2181	.0247	.0145	.0480	2	
7P3D1021028	7.57	.1566	.2572	.0882	.0156	.0046	.0161	2	
7P3D1022029	11.06	.3902	.7177	.1035	.0075	.0126	.0254	3	
7P3D1023030	15.93	.1571	.2928	.0714	.0094	.0060	.0166	2	
7P3D1024031	20.37	.1942	.2817	.0745	.0058	.0053	.0116	2	
7P3D1025032	24.92	.1742	.2586	.1066	.0062	.0043	.0198	2	
7P3D1026033	26.94	.4678	.9183	.1342	.0089	.0131	.0314	2	
7P3D1027034	30.92	.3130	.6240	.1214	.0106	.0113	.0317	2	
7P3D1028035	34.93	.5627	1.2073	.1462	.0083	.0186	.0498	3	
7P3D1029036	37.87	.3240	.9815	.1390	.0076	.0142	.0400	3	
7P3D1030037	41.85	.3863	.7074	.2428	.0072	.0043	.0276	2	

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.3687	.7775	.1475	.0121	.0116	.0335

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.2500		2.8182
STAND. DEV.	.4330		.9360
OVERALL RATING	2.0000		

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 11

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
121872	127	FLAT	DCA	PHL	1610	1656	N	180	07500	A		68	273

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
803P1034041	0.00	1.4597	1.4126	.5897	.0093	.0131	.0506	2	
803P1035042	2.98	.1143	.2859	.0895	.0129	.0026	.0146	2	
803P1036043	5.80	.4890	.8957	.1780	.0070	.0150	.0496	3	
803P1037044	8.79	.3546	.7550	.1716	.0082	.0114	.0365	2	
803P1038045	11.91	.1510	.3594	.1492	.0068	.0050	.0247	2	
803P1039046	14.76	.3015	.9310	.2122	.0066	.0115	.0370	2	
803P1040047	17.97	.1926	.5636	.1058	.0055	.0064	.0241	2	
803P1041048	21.13	.1736	.4767	.1359	.0098	.0075	.0268	2	
803P1042049	24.32	.2658	.4972	.1558	.0081	.0106	.0332	3	
803P1043050	28.14	.2019	.3726	.1537	.0168	.0045	.0253	2	
803P1044051	29.95	1.6597	2.4887	.8830	.0232	.0275	.0784	3	

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.7315	1.0800	.3648	.0123	.0129	.0416

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.2727		3.2727
STAND. DEV.	.4454		.9136
OVERALL RATING	2.0000		

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 22

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
121872	127	FLAT	PHL	PNE	1705	1723	N			A			

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
9P3N1048055	0.00	.4672	1.0461	.3019	.0146	.0147	.0389	2	
9P3N1049056	2.70	.1717	.2964	.0752	.0084	.0057	.0153	2	
9P3N1050057	4.19	.7108	1.4076	.2353	.0085	.0325	.0777	3	
9P3N1051058	5.78	1.6117	2.7399	.8804	.0362	.0294	.0873	3	

SUMMARY --	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.8960	1.6102	.4710	.0200	.0233	.0618

SUBJECTIVE EVALUATION --	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.5000		0.0000
STAND. DEV.	.5000		0.0000
OVERALL RATING	3.0000		

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 0

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
121972	114	FLAT	PNE	DCA	0754	0852	N		04500	A			

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
1N3D1002343	0.00	.4752	.4723	.1216	.0083	.0065	.0219	2	
1N3D1003344	3.10	.5893	1.2978	.3961	.0126	.0197	.0497	2	
1N3D1004345	7.65	.4068	.8335	.1613	.0075	.0143	.0318	2	
1N3D1005346	11.20	.1668	.3060	.1204	.0040	.0057	.0205	2	
1N3D1006347	15.13	.1644	.2717	.0830	.0051	.0069	.0139	2	
1N3D1007348	18.18	.3936	.9662	.1351	.0048	.0183	.0329	3	
1N3D1008349	22.11	.4633	1.0283	.1618	.0015	.0196	.0427	2	
1N3D1009350	26.59	.3498	.6723	.0853	.0018	.0130	.0223	2	
1N3D1010351	29.13	.4129	.7418	.1317	.0068	.0133	.0272	2	
1N3D1011352	34.13	.3587	.9546	.1866	.0092	.0184	.0414	3	
1N3D1012353	39.14	.4531	.8942	.1558	.0078	.0145	.0412	2	
1N3D1013354	42.13	.2013	.4622	.1193	.0016	.0086	.0264	2	
1N3D1014355	45.27	.6122	.3845	.2617	.0075	.0065	.0328	2	

SUMMARY --	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.4059	.7551	.1699	.0069	.0135	.0316

SUBJECTIVE EVALUATION --	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.1538		2.9524
STAND. DEV.	.3608		.6529
OVERALL RATING	2.0000		

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 21

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
121972	119	FLAT	DCA	PHL	0923	1011	N		07500	A/N	CLEAR	36	280

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
203P1618359	0.00	.5628	.9620	.2794	.0069	.0091	.0327	2	3
203P1619360	2.99	.3535	.6977	.1248	.0050	.0098	.0276	2	2
203P1620361	7.01	.0707	.1807	.0926	.0134	.0040	.0133	2	2
203P1621362	10.01	.1684	.3436	.0841	.0018	.0031	.0160	2	2
203P1622363	13.26	.1319	.2838	.1132	.0023	.0051	.0216	2	2
203P1623364	17.13	.0647	.1076	.0786	.0019	.0024	.0132	2	2
203P1624365	22.47	.1956	.3829	.1443	.0086	.0059	.0296	2	2
203P1625366	25.18	.0636	.1050	.0283	.0013	.0027	.0080	1	2
203P1626367	28.01	.1164	.2704	.0876	.0097	.0059	.0169	2	2
203P1627368	30.01	.1339	.2682	.0850	.0049	.0022	.0148	2	2
203P1628369	31.93	.8518	1.2556	.3813	.0357	.0120	.0337	3	3

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.3873	.6253	.1843	.0147	.0070	.0232

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.0000	2.1818	2.3077
STAND. DEV.	.4264	.3857	.7216
OVERALL RATING	2.0000	2.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 13

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
121972	140	FLAT	PHL	DCA	1022	1112	N	200	03000	A/N	CLEAR L.TURB.	30	230

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
3P3D1633374	0.00	.0927	.2406	.1073	.0047	.0039	.0193	2	3
3P3D1634375	2.64	.2984	.5193	.1312	.0014	.0099	.0246	2	3
3P3D1635376	5.53	.3497	.5430	.5018	.0120	.0130	.0327	2	2
3P3D1636377	10.85	.2284	.5137	.0665	.0018	.0094	.0198	2	3
3P3D1637378	13.59	.2730	.5088	.0685	.0015	.0094	.0239	2	2
3P3D1638379	16.58	.7289	1.2267	.2266	.0022	.0249	.0540	3	4
3P3D1639380	19.58	.6013	1.0606	.2372	.0018	.0262	.0603	3	4
3P3D1640381	22.59	.3780	.6233	.1375	.0017	.0140	.0412	2	3
3P3D1641382	26.95	.5481	1.0687	.1780	.0017	.0213	.0533	2	3
3P3D1642383	30.90	.6232	1.0916	.1792	.0098	.0234	.0528	3	4
3P3D1643384	33.63	.4453	.9560	.1696	.0049	.0189	.0409	2	3
3P3D1644385	36.51	.2400	.4245	.0816	.0037	.0070	.0203	2	2

SUMMARY --	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.4472	.8032	.2224	.0054	.0169	.0403

SUBJECTIVE EVALUATION --	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.2500	3.0000	3.2000
STAND. DEV.	.4330	.7071	.7483
OVERALL RATING	2.0000	3.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 10

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
121972	215	FLAT	DCA	PHL	1153	1238	N	185	03500	A/N	CLEAR L.TURB.	24	250

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
403P1602390	0.00	.4333	1.1908	.3683	.0066	.0142	.0487	3	4
403P1603391	3.17	.6315	1.1239	.2085	.0227	.0196	.0454	2	3
403P1604392	6.11	.8326	1.3934	.2522	.0028	.0268	.0751	4	4
403P1605393	8.95	.5493	.9456	.1861	.0025	.0184	.0486	3	3
403P1606394	12.42	.8040	1.2950	.2822	.0048	.0241	.0649	3	4
403P1607395	14.43	.8259	1.6998	.3315	.0028	.0307	.0809	4	4
403P1608396	16.43	.5286	.9913	.1392	.0024	.0176	.0463	3	3
403P1609397	19.95	.8514	1.7747	.3486	.0067	.0285	.0849	3	4
403P1610398	24.12	.6392	.8578	.1446	.0026	.0192	.0489	3	3
403P1611399	27.04	.5958	1.1832	.1844	.0050	.0201	.0500	3	3
403P1612400	29.00	.3207	.5396	.1806	.3040	.0114	.0411	2	3
403P1613401	30.12	1.4099	2.1569	.5390	.0324	.0237	.0616	3	4

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.7684	1.3417	.2906	.0129	.0218	.0591

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	3.0000	3.5000	3.4286
STAND. DEV.	.5774	.5000	.7284
OVERALL RATING	3.0000	3.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 7

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
121972	120	FLAT	PHL	DCA	1406	1452	V	210	04500	A/N	CLEAR L.TURB.	35	270

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
5P1D1602343	0.00	.5326	2.0790	.4840	.0101	.0261	.1148	4	4
5P1D1603344	4.00	.5666	.9188	.1974	.0079	.0292	.0618	3	4
5P1D1604345	7.52	.5972	1.1705	.2166	.0060	.0331	.0762	3	3
5P1D1605346	12.01	.2338	.3209	.0903	.0029	.0099	.0201	2	2
5P1D1606347	16.03	.1779	.3835	.1056	.0115	.0085	.0250	2	2
5P1D1607348	19.98	.2549	.4032	.0694	.0014	.0118	.0197	2	2
5P1D1608349	24.20	.1576	.2840	.0690	.0039	.0076	.0154	2	2
5P1D1609350	26.97	.1657	.3195	.0815	.0023	.0080	.0186	2	2
5P1D1610351	29.98	.9637	2.5426	.4793	.0084	.0495	.1555	4	4
5P1D1611352	31.99	1.0341	2.0821	.4456	.0121	.0432	.1225	4	4
5P1D1612353	34.13	.9074	1.9593	.4629	.0174	.0334	.1160	4	4

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.5812	1.3402	.2851	.0088	.0270	.0801

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.9091	3.0000	2.4000
STAND. DEV.	.9000	.9535	.4899
OVERALL RATING	3.0000	3.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 5

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
122072	119	FLAT	DCA	PHL	0927	1013	N	180	09000	A/B	CLEAR	34	270

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
103P1402343	0.00	.5327	.8791	.2133	.0081	.0113	.0333	2	2
103P1403344	5.06	.3898	.2008	.0865	.0031	.0041	.0182	1	2
103P1404345	9.33	.1510	.2153	.1780	.0075	.0038	.0271	2	2
103P1405346	15.21	.0961	.1474	.0956	.0033	.0048	.0229	2	2
103P1406348	20.08	.0745	.1269	.0588	.0031	.0037	.0115	2	2
103P1407349	28.08	.1139	.2352	.0973	.0015	.0056	.0251	2	2
103P1408350	33.55	.8716	1.1339	.2322	.0080	.0135	.0307	2	3

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.3907	.5190	.1491	.0056	.0071	.0248

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	1.8571	2.1429	2.6875
STAND. DEV.	.3499	.3499	.8455
OVERALL RATING	2.0000	2.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 16

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
122072	140	FLAT	PHL	DCA	1025		N			A	CLEAR		

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
2P3D1413355	0.00	.4185	.3156	.1895	.0012	.0105	.0278	2	3
2P3D1414357	21.93	.3899	.7558	.1739	.0033	.0204	.0586	3	

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.3995	.6453	.1792	.0028	.0178	.0442

SUBJECTIVE EVALUATION --	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.5000	1.5000	0.0000
STAND. DEV.	.5000	1.5000	0.0000
OVERALL RATING			

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 0

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
122072	215	FLAT	DCA	PHL	1155	1243	N	185	07000	A/B	CLEAR	30	270

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
303P1417360	0.00	.6670	1.4613	.3366	.0066	.0170	.0556	3	2
303P1418361	3.48	.1098	.1458	.1457	.0035	.0033	.0172	2	2
303P1419362	7.47	.1893	.4092	.0854	.0026	.0089	.0263	2	2
303P1420363	11.44	.1503	.3016	.0819	.0027	.0068	.0178	2	2
303P1421364	15.96	.2414	.6498	.1445	.0060	.0110	.0354	3	3
303P1422365	19.60	.1868	.3402	.0855	.0054	.0076	.0194	2	2
303P1423366	23.65	.3099	.9124	.1983	.0077	.0149	.0591	3	3
303P1424367	28.38	.1812	.2707	.1051	.0016	.0056	.0251	2	2
303P1425368	32.31	.4733	.5708	.2243	.0054	.0061	.0215	2	2
303P1426369	37.89	.5767	1.1288	.2039	.0072	.0100	.0249	2	2

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.3360	.7003	.1704	.0054	.0100	.0337

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.3000	2.2000	2.2308
STAND. DEV.	.4583	.4000	.8904
OVERALL RATING	2.0000	2.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 13

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
122072	128	FLAT	PHL	DCA	1403	1443	N	210	06000	A/B	L.TURB.	15	230

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
4P1D1402344	0.00	.2082	.4103	.1302	.0100	.0083	.0270	2	2
4P1D1403345	4.19	.1379	.4002	.1599	.0042	.0047	.0272	2	2
4P1D1404346	7.34	.1631	.4009	.1348	.0018	.0058	.0229	2	3
4P1D1405348	12.09	.2025	.5127	.1742	.0037	.0080	.0267	2	3
4P1D1406349	15.32	.1149	.3348	.1362	.0018	.0046	.0191	2	3
4P1D1407350	20.08	.1617	.4723	.1440	.0077	.0075	.0237	2	3
4P1D1408351	25.06	.7972	1.1620	.3519	.0144	.0373	.0937	4	4
4P1D1409352	27.50	.9636	2.4696	.5488	.0131	.0367	.1215	4	4
4P1D1410353	29.09	.8116	2.2228	.4521	.0070	.0345	.1162	3	4

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.4652	1.1096	.2671	.0077	.0195	.0606

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.5556	3.1111	2.0000
STAND. DEV.	.8315	.7370	.6325
OVERALL RATING	3.0000	4.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 5

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
031273	145	FLAT	DCA	PHL	1039	1120	N	175	09500	A/O	CLEAR	32	280

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
103P1702283	0.00	.6418	1.5524	.4083	.0115	.0197	.0657	3	4
103P1703284	1.92	.4780	1.9432	.4133	.0093	.0252	.0677	3	4
103P1704285	4.30	.4894	1.2274	.2305	.0064	.0182	.0504	3	4
103P1705286	8.43	.1630	.2324	.1356	.0112	.0047	.0191	2	3
103P1706287	14.32	.1400	.2504	.1108	.0036	.0054	.0203	2	3
103P1707288	17.32	.2523	.7198	.1778	.0041	.0147	.0358	3	5
103P1708289	23.39	.1922	.3235	.2135	.0058	.0056	.0409	2	
103P1709290	24.82	.2413	.4565	.1725	.0102	.0093	.0359	2	4
103P1710291	26.46	.1972	.3377	.1573	.0047	.0083	.0344	3	4
103P1711292	28.80	.5416	1.2197	.1972	.0069	.0267	.0694	4	5
103P1712293	30.24	.9832	1.7617	.3819	.0070	.0451	.1128	4	4

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.4095	.9942	.2406	.0088	.0178	.0506

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.8182	3.6364	3.1538
STAND. DEV.	.7158	1.2984	.6617
OVERALL RATING	3.0000	4.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 13

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
031273	165	FLAT	PHL	AIY	1225	1250	T3	145	02500	A/O	RAIN L.TURB.	15	338

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
2P2A1717298	0.00	.9100	1.9097	.5676	.0152	.0315	.1092	4	5
2P2A1718299	1.90	1.1172	1.9110	.4816	.0126	.0381	.1130	4	5
2P2A1719300	3.86	1.1229	1.9738	.6655	.0071	.0462	.1372	4	5
2P2A1720301	5.84	.8423	2.0641	.7092	.0057	.0318	.1499	3	4
2P2A1721302	7.85	.5830	1.2678	.3824	.0040	.0262	.0691	3	3
2P2A1722303	10.05	1.0035	1.7160	.5902	.0043	.0422	.1125	4	4
2P2A1723304	12.81	.9822	1.8549	.5955	.0050	.0414	.1015	3	3
2P2A1724305	14.76	1.4739	2.3365	1.0264	.0157	.0598	.2073	4	4
2P2A1725306	16.43	1.6381	2.4113	.8801	.0255	.0328	.1093	3	3

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	1.1222	1.9745	.6843	.0123	.0405	.1246

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	3.5556	4.0000	3.6667
STAND. DEV.	.4969	.8165	.9428
OVERALL RATING	4.0000	4.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 6

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
031273	180	FLAT	AIY	PHL	1422	1453	T3	155	02500	A/O	TURB.	26	320

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
3A2P1729311	0.00	1.1881	1.9491	.5873	.0108	.0335	.0962	3	3
3A2P1730312	2.88	.4540	.7567	.2619	.0030	.0169	.0489	2	3
3A2P1731313	5.32	1.1625	2.0207	.4835	.0107	.0420	.0954	4	4
3A2P1732314	7.43	1.3271	2.4051	.8971	.0125	.0494	.1691	4	5
3A2P1733315	9.46	1.2474	2.9343	.7658	.0190	.0490	.1747	4	5
3A2P1734316	12.21	1.2175	2.9245	.6758	.0059	.0454	.1417	4	3
3A2P1735317	15.40	1.0503	1.9215	.5732	.0049	.0406	.1069	3	4
3A2P1736318	17.77	1.9043	2.5761	.8490	.0137	.0682	.1683	4	3
3A2P1737319	21.53	1.7301	3.0984	.7474	.0149	.0502	.1382	3	5

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	1.3026	2.4513	.6730	.0110	.0462	.1333

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	3.4444	3.8889	3.7143
STAND. DEV.	.6849	.8749	.6999
OVERALL RATING	4.0000	4.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 7

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
031273	126	FLAT	PHL	DCA	1605	1652	V	200	03000	A/O	TURB.	20	200

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
4P1D1742324	0.00	.6343	2.0899	.7919	.0095	.0235	.1152	2	2
4P1D1743325	2.01	.9358	3.1613	.9864	.0163	.0339	.1808	3	3
4P1D1744326	5.03	.2649	.7797	.3009	.0136	.0093	.0406	2	1
4P1D1745327	8.16	.2401	.7999	.2421	.0053	.0109	.0411	2	1
4P1D1746328	11.48	.4493	1.0966	.3013	.0065	.0233	.0562	3	3
4P1D1747329	15.06	.2618	1.2302	.2068	.0061	.0128	.0356	2	2
4P1D1748330	20.36	.3742	1.1097	.2172	.0041	.0141	.0405	2	2
4P1D1749331	24.40	.2319	.7741	.2237	.0036	.0124	.0433	2	1
4P1D1750332	28.33	1.4508	3.4087	.9359	.0159	.0672	.1686	3	3
4P1D1751333	30.15	1.5845	3.7996	.9532	.0125	.0589	.1910	4	4
4P1D1752334	33.37	1.7912	3.7635	.8980	.0103	.0522	.1761	4	3
4P1D1753335	36.61	1.2586	2.3059	.7105	.0135	.0395	.1078	3	3
4P1D1754336	39.08	1.1367	3.3243	1.1418	.0152	.0377	.1445	3	3

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.9351	2.2985	.6649	.0108	.0335	.1131

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.6923	2.3846	0.0000
STAND. DEV.	.7216	.9231	0.0000
OVERALL RATING	4.0000	4.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 0

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
031973	145	FLAT	DCA	PHL	1033	1124	N	205	07000	A/B	L.TURB.	20	320

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
103P1402223	0.00	.7810	2.1036	.4943	.0102	.0314	.0852	2	4
103P1403224	1.76	.9001	1.7770	.5474	.0091	.0314	.0912	3	3
103P1404225	4.64	.8141	2.4322	.6699	.0048	.0364	.1371	3	4
103P1405226	7.79	.4179	.4355	.1832	.0120	.0067	.0222	2	2
103P1406227	11.91	.1666	.4027	.2307	.0034	.0082	.0366	2	2
103P1407228	16.84	.2110	.5037	.1583	.0049	.0074	.0210	2	2
103P1408229	20.94	.2179	.3519	.2943	.0045	.0088	.0546	2	2
103P1409230	24.21	.7352	1.7011	.3622	.0063	.0290	.0864	3	4
103P1410231	25.87	.5574	1.3164	.3111	.0066	.0245	.0612	3	3
103P1411232	27.92	.4381	1.249[illegible]	.2647	.0039	.0176	.0451	3	3
103P1412233	30.23	.5280	1.0813	.3109	.0075	.0207	.0579	2	3
103P1413234	31.86	.9155	2.0029	.3920	.0101	.0317	.1136	3	4
103P1414235	33.88	.9878	2.3785	.5252	.0159	.0328	.1035	3	4

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.6447	1.5548	.3966	.0083	.0244	.0777

SUBJECTIVE EVALUATION --	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.5385	3.0769	3.8889
STAND. DEV.	.4985	.8285	.8749
OVERALL RATING	3.0000	3.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 9

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
031973	165	FLAT	PHL	AIY	1224	1252	T3	150	03500	A/B	L.TURB.	06	320

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
2P2A1402240	0.00	.9973	1.7621	.8836	.0181	.0317	.1447	3	4
2P2A1403241	2.18	.8043	1.7816	.5662	.0085	.0300	.1151	3	3
2P2A1404242	4.46	.6064	1.3578	.4907	.0055	.0283	.0796	3	3
2P2A1405243	6.79	.9414	1.7878	.6041	.0033	.0356	.1174	3	2
2P2A1406244	9.95	.6570	1.2141	.3962	.0032	.0256	.0827	3	3
2P2A1407245	12.37	1.0930	2.1168	.5773	.0145	.0417	.1418	4	4
2P2A1408246	14.91	1.0305	1.9350	.5819	.0245	.0366	.1247	2	3

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.8961	1.7370	.5929	.0134	.0334	.1173

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	3.0000	3.1429	2.8333
STAND. DEV.	.5345	.6389	1.4625
OVERALL RATING	3.0000	3.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 6

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
031973	180	FLAT	AIY	PHL	1422	1555	T3	155	04500	A/B	TURB.	30	300

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
3A2P1402251	0.00	1.7409	2.3221	.8777	.0244	.0200	.1025	2	3
3A2P1403252	2.78	1.0184	2.0093	.6460	.0106	.0389	.1339	3	4
3A2P1404253	4.39	1.2540	2.6578	.5284	.0177	.0486	.1184	3	4
3A2P1405254	6.60	.9354	1.9680	.5102	.0054	.0391	.0986	3	4
3A2P1406255	8.30	1.1334	1.9499	.6261	.0071	.0425	.1292	3	4
3A2P1407256	10.70	.8560	2.6122	.6137	.0042	.0403	.1152	3	4
3A2P1408257	13.15	.8813	2.1030	.5698	.0060	.0388	.1250	3	4
3A2P1409258	15.64	1.1074	1.6215	.5618	.0119	.0416	.1159	3	4
3A2P1410259	17.64	1.1979	2.1754	.7076	.0091	.0373	.1293	3	3
3A2P1411260	19.38	1.1012	2.3670	.6216	.0080	.0465	.1203	3	4
3A2P1412261	21.78	1.2620	2.4489	.6684	.0179	.0309	.1226	3	3
3A2P1413262	23.80	1.2142	2.1686	.5571	.0135	.0365	.1192	3	4
3A2P1414263	25.63	.6514	2.0055	.5483	.0075	.0282	.1188	3	3
3A2P1415264	26.77	1.2577	3.0756	.6891	.0154	.0473	.1343	3	4

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	1.1396	2.2752	.6331	.0124	.0391	.1215

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.9286	3.7143	3.0000
STAND. DEV.	.2575	.4518	.8165
OVERALL RATING	3.0000	4.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 3

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
031973	126	FLAT	PHL	DCA	1600	1650	V	175	03000	A	TURB.		

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
4P1D1002269	0.00	.9864	2.9701	.7849	.0198	.0434	.1601	4	
4P1D1003270	2.53	.7197	1.8168	.6247	.0084	.0388	.1530	3	
4P1D1004271	4.03	.5052	1.5002	.4793	.0041	.0289	.1168	3	
4P1D1005272	5.58	.5536	1.3130	.4963	.0035	.0289	.1043	3	
4P1D1006273	8.57	.5067	1.5364	.4865	.0048	.0286	.1107	3	
4P1D1007274	11.65	.6274	1.7256	.5738	.0040	.0310	.1289	3	
4P1D1008275	12.56	.7490	1.8348	.6329	.0059	.0380	.1325	3	
4P1D1009276	16.00	.5057	1.4123	.5170	.0043	.0275	.1097	3	
4P1D1010277	17.91	.4053	.9247	.4601	.0032	.0189	.1358	4	
4P1D1011278	20.62	.5001	1.8942	.5666	.0049	.0254	.1392	4	
4P1D1012279	22.70	.6891	1.8358	.5277	.0037	.0336	.1018	3	
4P1D1013280	24.24	.7056	1.7872	.6064	.0067	.0371	.1317	4	
4P1D1014281	26.66	.7100	2.1839	.6796	.0066	.0348	.1564	4	
4P1D1015282	28.89	.7691	1.9475	.6439	.0130	.0402	.1278	3	
4P1D1016283	31.71	.6949	1.8583	.5021	.0054	.0297	.1032	3	
4P1D1017284	33.83	.7574	2.2367	.6389	.0091	.0392	.1458	4	
4P1D1018285	37.81	.8748	2.1732	.5062	.0053	.0218	.0876	2	
4P1D1019286	39.79	.9168	1.5694	.5613	.0096	.0262	.0736	3	
4P1D1020287	40.95	.9656	2.1951	.7397	.0299	.0364	.1060	3	

SUMMARY --	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.7258	1.9284	.5932	.0108	.0332	.1243

SUBJECTIVE EVALUATION --	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	3.2632		3.6667
STAND. DEV.	.5470		.9428
OVERALL RATING	3.0000		

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 6

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
032073	145	FLAT	DCA	PHL	1035	1120	N	180	09500	A/N	L.TURB.	20	340

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
103P1602223	0.00	.5493	1.6357	.3648	.0094	.0242	.0709	2	3
103P1603224	2.54	.1411	.2549	.1449	.0024	.0045	.0184	2	2
103P1604225	6.65	.1335	.1847	.0948	.0029	.0041	.0163	1	2
103P1605226	10.42	.0878	.2791	.0955	.0023	.0060	.0159	2	2
103P1606227	14.46	.0668	.2497	.0901	.0047	.0046	.0140	2	2
103P1607228	18.48	.0781	.2759	.1203	.0056	.0049	.0191	1	2
103P1608229	23.80	.0939	.2924	.1142	.0066	.0061	.0154	2	2
103P1609230	28.63	.1345	.3250	.1311	.0039	.0060	.0207	2	2
103P1610231	30.36	.8644	1.5130	.4099	.0103	.0423	.1141	4	4
103P1611232	31.65	.6056	1.5178	.4972	.0116	.0352	.1198	3	
103P1612233	32.56	.6147	1.5825	.5340	.0109	.0276	.0865	3	

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.3946	.9591	.2838	.0072	.0190	.0575

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.1818	1.9091	2.8333
STAND. DEV.	.8332	1.0833	1.0672
OVERALL RATING	2.0000	2.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 6

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
832073	165	FLAT	PHL	AIY	1227	1258	T3	155	05500	A/N	CLEAR TURB.	15	330

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
2P2A1617238	0.00	.7680	2.1142	.5087	.0147	.0241	.0802	2	3
2P2A1618239	1.42	.8394	2.1875	.5437	.0098	.0327	.1174	3	4
2P2A1619240	3.85	.2920	.6586	.1643	.0051	.0099	.0298	2	3
2P2A1620241	6.60	.2815	.5060	.1453	.0027	.0108	.0266	2	2
2P2A1621242	9.27	.1924	.4565	.1278	.0020	.0077	.0238	2	2
2P2A1622243	11.84	.6941	.8912	.3588	.0061	.0301	.0784	3	4
2P2A1623244	12.64	.9117	1.6517	.5608	.0161	.0427	.1251	4	4
2P2A1624245	14.56	.9326	1.7038	.4942	.0133	.0413	.1135	4	4
2P2A1625246	16.12	.9593	1.7771	.5692	.0122	.0309	.1150	4	4
2P2A1626247	17.72	.8607	2.0129	.9771	.0317	.0217	.1045	3	3

SUMMARY --	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.7301	1.5446	.4909	.0132	.0280	.0893

SUBJECTIVE EVALUATION --	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.9000	3.3000	3.4000
STAND. DEV.	.8307	.7810	1.7436
OVERALL RATING	3.0000	3.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 5

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
032073	180	FLAT	AIY	PHL	1424	1449	T3	155	04500	A/N	L.TURB.	20	300

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
3A2P1602252	0.00	1.0059	1.9943	.6135	.0093	.0304	.1097	3	3
3A2P1603253	2.23	1.0162	2.0845	.5512	.0084	.0289	.1098	4	3
3A2P1604254	4.32	1.0229	1.5504	.4467	.0136	.0288	.0883	3	3
3A2P1605255	6.42	.7765	1.5448	.4241	.0028	.0258	.0692	3	3
3A2P1606256	9.11	.6147	1.6066	.3849	.0088	.0241	.0725	3	3
3A2P1607257	12.21	.6819	1.0870	.3273	.0106	.0230	.0619	2	3
3A2P1608258	15.16	1.2363	2.2574	.7312	.0087	.0401	.1278	4	4
3A2P1609259	17.08	1.3615	1.8641	.7310	.0111	.0254	.0858	3	4
3A2P1610260	18.80	.8552	1.5492	.5606	.0146	.0283	.0964	4	4

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.9761	1.7399	.5426	.0102	.0281	.0913

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	3.2222	3.3333	2.7500
STAND. DEV.	.6285	.4714	1.0897
OVERALL RATING	3.0000	3.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 4

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
032073	126	FLAT	PHL	DCA	1604	1650	V	195	06500	A	CLEAR		

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
4P1D1002265	0.00	.4932	2.1791	.6050	.0103	.0221	.1250	3	
4P1D1003266	1.79	.5931	1.4292	.4051	.0094	.0266	.0873	2	
4P1D1004267	4.34	.1056	.2520	.1049	.0120	.0065	.0213	2	
4P1D1005268	8.30	.1313	.2685	.0864	.0052	.0068	.0207	2	
4P1D1006269	11.87	.0840	.2340	.0825	.0045	.0060	.0201	2	
4P1D1007270	14.92	.0784	.2125	.0831	.0044	.0053	.0177	1	
4P1D1008271	18.12	.1687	.5294	.1114	.0053	.0095	.0319	2	
4P1D1009272	21.49	.1900	.3330	.1545	.0065	.0094	.0321	2	
4P1D1010273	24.18	.5158	.8221	.1642	.0042	.0227	.0612	3	
4P1D1011274	27.04	.4002	1.1606	.4270	.0134	.0211	.1020	3	
4P1D1012275	30.09	.4014	1.1919	.2563	.0019	.0200	.0771	3	
4P1D1013276	31.50	.5365	1.9325	.6716	.0065	.0292	.2109	4	
4P1D1014277	34.64	.5600	1.4246	.4572	.0041	.0207	.0769	2	
4P1D1015278	38.07	.6534	1.3630	.5718	.0400	.0257	.0787	3	

SUMMARY --	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.4066	1.1196	.3473	.0138	.0182	.0756

SUBJECTIVE EVALUATION --	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.4286		2.5000
STAND. DEV.	.7284		.5000
OVERALL RATING	3.0000		

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 8

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
832173	145	FLAT	DCA	PHL	1035	1122	N	180	07000	A/P	SNOW L.TURB.	09	090

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
103P1802223	0.00	.8033	1.2832	.3645	.0024	.0173	.0606	2	2
103P1803224	2.80	.2073	.4313	.2237	.0128	.0110	.0326	2	2
103P1804225	6.55	.3048	.6842	.2023	.0053	.0195	.0447	3	3
103P1805226	10.52	.3756	.4782	.1501	.0091	.0065	.0259	2	2
103P1806227	14.56	.2056	.4497	.2155	.0036	.0106	.0362	2	2
103P1807228	18.68	.1736	.2382	.1074	.0016	.0065	.0218	2	2
103P1808229	21.61	.3673	.8754	.1686	.0022	.0210	.0559	3	3
103P1809230	26.12	.3329	.5563	.1810	.0137	.0154	.0358	2	2
103P1810231	29.18	.0899	.1647	.1151	.0145	.0052	.0216	2	2
103P1811232	31.68	.6535	1.0827	.3300	.0063	.0342	.0928	4	4
103P1812233	33.67	.4206	1.3756	.3565	.0073	.0243	.0803	3	3
103P1813234	35.65	.5869	1.4705	.4342	.0257	.0274	.0809	4	2

SUMMARY --	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.4243	.8747	.2610	.0119	.0185	.0541

SUBJECTIVE EVALUATION --	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.5833	2.4167	2.7500
STAND. DEV.	.7592	.6401	.8292
OVERALL RATING	3.0000	2.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 4

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
032173	165	FLAT	PHL	AIY	1226	1252	T3	150	02500	A/P		15	140

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
2P2A1818239	0.00	.6040	1.4177	.3947	.0068	.0179	.0765	3	2
2P2A1819240	2.53	.7015	1.4840	.3674	.0119	.0192	.0750	3	2
2P2A1820241	5.05	.8835	1.9100	.4382	.0093	.0279	.0897	3	2
2P2A1821242	7.91	.5860	1.2983	.3251	.0031	.0220	.0728	3	2
2P2A1822243	11.50	.6150	1.5383	.4628	.0126	.0260	.1045	4	4
2P2A1823244	14.59	.8574	1.7885	.4477	.0069	.0321	.0973	3	3
2P2A1824245	16.76	1.2661	2.0616	.5912	.0082	.0411	.1007	3	4
2P2A1825246	18.93	2.3012	3.0163	1.3307	.0322	.0479	.1020	4	4

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.9739	1.7770	.5393	.0120	.0289	.0892

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	3.2500	2.8750	3.8889
STAND. DEV.	.4330	.9270	.5666
OVERALL RATING	3.0000	3.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 9

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
832173	180	FLAT	AIY	PHL	1422	1455	T3	155	03000	A/P	RAIN L.TURB.	15	070

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
3A2P1802244	0.00	1.6512	1.8741	.6775	.0197	.0264	.0852	3	2
3A2P1803245	2.24	.7539	1.5783	.5397	.0115	.0277	.0980	3	3
3A2P1804246	4.26	.9682	1.5758	.4154	.0089	.0255	.0718	3	3
3A2P1805247	7.28	.6818	1.5206	.1767	.0017	.0063	.0224	2	2
3A2P1806248	11.33	.2866	.7735	.1650	.0019	.0110	.0285	3	2
3A2P1807249	14.89	.3863	.9020	.1901	.0016	.0122	.0334	2	2
3A2P1808250	17.82	.5575	1.2653	.2841	.0027	.0176	.0561	3	2
3A2P1809251	20.59	.7636	.9710	.3624	.0113	.0167	.0626	3	2
3A2P1810252	22.49	.8866	2.0375	.5640	.0072	.0334	.1091	4	4
3A2P1811253	24.39	.7630	1.4847	.5505	.0073	.0330	.0984	3	4

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.8401	1.4558	.4319	.0091	.0232	.0738

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.9000	2.6000	2.2857
STAND. DEV.	.5385	.8000	.6999
OVERALL RATING	3.0000	3.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 7

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
832173	126	FLAT	PHL	DCA	1600	1655	V			A/P			

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
4P1018C2009	0.00	.8743	1.8410	.6251	.0131	.0239	.1074	3	3
4P1018C3010	3.54	.3405	.7912	.3929	.0055	.0110	.0629	3	2
4P1018C4011	7.05	.3416	.8173	.2327	.0017	.0154	.0576	3	3
4P1018C5012	10.11	.2990	.5734	.1673	.0016	.0121	.0363	3	3
4P1018C6013	14.07	.2329	.5127	.1416	.0022	.0085	.0306	2	3
4P1018C7014	18.93	.3719	.5424	.1075	.0024	.0147	.0264	3	3
4P1018C8015	22.13	.3315	.5138	.1481	.0031	.0117	.0276	2	3
4P1018C9016	26.20	.2240	.7144	.1241	.0028	.0080	.0284	3	2
4P1018C0017	30.20	.2644	.8299	.1303	.0023	.0107	.0287	3	2
4P1018C1018	35.23	.3025	.8010	.3013	.0156	.0129	.0549	3	3
4P1018C2019	38.26	.7933	1.6475	.4115	.0217	.0302	.0843	4	3
4P1018C3020	41.33	.5214	1.6948	.5058	.0203	.0220	.0752	3	3

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.4454	1.0257	.3102	.0103	.0160	.0564

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.9167	2.7500	2.8333
STAND. DEV.	.4930	.4330	.6872
OVERALL RATING	3.0000	3.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 6

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
032173	128	FLAT	DCA	PNE	1703	1755	V			A			

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
5D1N1001026	0.00	.9071	2.0222	.4827	.0203	.0316	.1004	3	
5D1N1002027	3.54	.3292	.9811	.2250	.0108	.0151	.0423	3	
5D1N1003028	7.76	.1993	.6052	.2377	.0022	.0096	.0420	3	
5D1N1004029	9.62	.4460	1.1797	.2981	.0024	.0206	.0704	3	
5D1N1005030	11.63	.7215	1.6162	.1949	.0110	.0125	.0367	3	
5D1N1006031	13.80	.2776	.7813	.2077	.0062	.0097	.0329	2	
5D1N1007032	16.75	.3062	.9479	.2106	.0019	.0119	.0329	3	
5D1N1008033	19.73	.1851	.4330	.1797	.0018	.0062	.0290	2	
5D1N1009034	21.58	.2826	.8010	.6671	.0021	.0098	.1263	4	
5D1N1010035	25.81	.3595	1.2016	.1524	.0020	.0100	.0239	2	
5D1N1011036	26.69	.3906	1.0768	.2656	.0022	.0188	.0428	3	
5D1N1012037	29.82	.5176	1.7471	.3058	.0043	.0223	.0761	4	
5D1N1013038	32.05	.4035	1.0229	.2705	.0023	.0201	.0616	3	
5D1N1014039	32.95	.4645	1.6793	.4221	.0126	.0236	.1237	4	
5D1N1015040	34.88	.6293	2.2130	.3989	.0135	.0349	.1293	4	
5D1N1016041	36.91	.7572	2.2251	.5066	.0372	.0366	.1193	4	
5D1N1017042	38.88	.5396	1.5106	.4817	.0187	.0166	.0564	2	

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.4947	1.4043	.3402	.0132	.0204	.0753

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	3.0588		2.4444
STAND. DEV.	.7252		1.0657
OVERALL RATING	3.0000		

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 9

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
032173	128	FLAT	PNE	PHL	1815	1830	V			A	L.TURB.		

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
6N1P1020045	0.00	1.0281	2.1508	.5734	.0275	.0450	.1331	4	
6N1P1021046	1.51	1.1489	2.4838	.4379	.0055	.0400	.1059	4	
6N1P1022047	2.78	1.1079	2.3784	.7286	.0121	.0541	.1534	5	
6N1P1023048	3.57	.7371	3.2185	.8979	.0190	.0340	.1728	5	
6N1P1024049	4.50	.8297	1.2097	.5339	.0095	.0215	.0649	3	

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	1.0302	2.3298	.5922	.0191	.0416	.1268

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	4.2000		0.0000
STAND. DEV.	.7483		0.0000
OVERALL RATING			

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 0

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
032173	177	FLAT	PHL	AIY	1925	1955	T3		02000	A	L.TURB.		

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
7P2A1002051	0.00	.7737	1.5285	.5084	.0080	.0231	.0656	3	
7P2A1004053	.54	.9931	1.4802	.4382	.0094	.0274	.0812	3	
7P2A1005054	2.47	1.1120	1.2159	.4991	.0045	.0304	.0981	3	
7P2A1006055	4.02	.2130	.5158	.1107	.0021	.0075	.0276	2	
7P2A1007056	6.04	.1722	.2853	.1453	.0034	.0054	.0181	2	
7P2A1008057	8.05	.1723	.3631	.1348	.0049	.0047	.0164	2	
7P2A1009058	10.09	.2622	.5817	.1916	.0028	.0094	.0269	2	
7P2A1010059	12.07	.9705	1.6849	.4231	.0035	.0205	.0537	3	
7P2A1011060	14.53	1.1297	2.3978	.6393	.0078	.0459	.0983	4	
7P2A1012061	15.62	.6119	1.0792	.3081	.0051	.0212	.0595	3	
7P2A1013062	17.42	1.6136	2.3992	.6478	.0114	.0606	.1245	4	
7P2A1014063	19.71	.9760	1.4781	.5358	.0126	.0191	.0723	3	
7P2A1015064	20.69	2.1231	4.8103	1.7383	.0232	.0610	.1321	5	

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.9205	1.6770	.5476	.0086	.0278	.0684

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	3.0000		3.1111
STAND. DEV.	.8771		1.1967
OVERALL RATING	3.0000		

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 9

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
032273	182	FLAT	AIY	EWR	0726	0814	T3	155	02000	A	CLOUDY TURB.	25	360

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
1A2E1002753	0.00	.8485	2.0458	.4918	.0182	.0337	.0904	3	
1A2E1003784	3.06	1.1137	1.9579	.6794	.0050	.0490	.1191	4	
1A2E1004785	4.37	1.1408	2.1410	.6167	.0044	.0479	.1128	3	
1A2E1005786	7.90	.9328	1.7159	.5048	.0048	.0425	.1018	4	
1A2E1006787	10.11	1.0502	2.5012	.5703	.0067	.0409	.1020	3	
1A2E1007788	11.97	1.2743	2.2946	.7411	.0104	.0565	.1525	3	
1A2E1008789	15.51	1.8377	3.7918	1.3676	.0178	.1026	.2840	5	
1A2E1009790	17.00	1.2150	2.3596	.7201	.0087	.0535	.1394	4	
1A2E1010791	19.16	1.1988	1.8761	.6746	.0069	.0487	.1313	4	
1A2E1011792	21.09	1.7017	2.8241	.7730	.0081	.0650	.1599	4	
1A2E1012793	23.21	.7476	2.0400	.4956	.0044	.0354	.0977	3	
1A2E1013794	24.34	.5136	.9398	.3356	.0042	.0230	.0675	3	
1A2E1014795	27.14	1.1077	1.7424	.6425	.0075	.0463	.1154	4	
1A2E1015796	30.32	.9227	1.6347	.5152	.0057	.0402	.1019	3	
1A2E1016797	33.05	1.2876	2.2590	.7674	.0105	.0593	.1528	5	
1A2E1017798	35.19	1.3124	2.5454	.7512	.0056	.0525	.1608	5	
1A2E1018799	37.21	1.1120	2.0622	.6422	.0104	.0501	.1430	4	
1A2E1019800	40.24	1.7278	2.9737	.7429	.0197	.0390	.1156	3	

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	1.1915	2.2127	.6550	.0100	.0478	.1265

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	3.7222		2.7500
STAND. DEV.	.7307		.4330
OVERALL RATING	4.0000		

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 4

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
032273	187	FLAT	EWR	AIY	0850	0925	T3			A	TURB.		

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
2E2A1023804	0.00	1.2621	2.6441	.8566	.0310	.0396	.1395	4	
2E2A1024805	1.51	2.0067	3.0407	.8674	.0117	.0754	.1817	4	
2E2A1025806	3.53	1.1049	2.1647	.5233	.0205	.0438	.1280	3	
2E2A1026807	6.58	.7411	1.7925	.4725	.0080	.0350	.1005	3	
2E2A1027808	9.64	1.1065	1.7645	.5306	.0040	.0430	.1151	3	
2E2A1028809	10.75	1.0283	2.2843	.6360	.0053	.0446	.1408	4	
2E2A1029810	12.72	1.2654	2.9031	.7055	.0064	.0575	.1485	4	
2E2A1030811	14.43	.9948	2.3649	.6980	.0071	.0421	.1552	4	
2E2A1031812	15.74	1.9781	2.9874	.7684	.0119	.0801	.2056	5	
2E2A1032813	17.74	.9923	1.9027	.6347	.0106	.0452	.1443	4	
2E2A1033814	19.55	1.2467	1.9795	.4167	.0039	.0468	.1105	4	
2E2A1034815	21.77	1.0846	2.1892	.5685	.0102	.0447	.1194	3	
2E2A1035816	23.49	1.1835	2.3939	.4684	.0057	.0469	.0903	4	
2E2A1036817	25.92	.9995	2.2337	.5355	.0164	.0454	.1169	4	
2E2A1037818	27.31	1.1701	1.9460	.7551	.0196	.0281	.1002	3	
2E2A1038819	28.75	1.1498	2.5388	.7063	.0164	.0299	.0731	4	

SUMMARY --	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	1.1526	2.2491	.6170	.0141	.0456	.1284

SUBJECTIVE EVALUATION --	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	3.7500		3.6000
STAND. DEV.	.5590		.8000
OVERALL RATING	4.0000		

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 5

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
832273	167	FLAT	PHL	AIY	1054	1117	T3	158	82000	A/N	L.TURB.	28	360

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
3P2A1641823	0.00	.6172	1.5240	.4400	.0110	.0248	.0828	3	3
3P2A1642824	2.02	.9098	2.0470	.5508	.0069	.0423	.1323	4	4
3P2A1643825	4.06	1.1650	2.0847	.6106	.0065	.0446	.1360	4	4
3P2A1644826	6.11	.8404	1.6493	.4759	.0071	.0346	.1067	3	3
3P2A1645827	8.13	.8118	1.6749	.3773	.0077	.0341	.0873	3	3
3P2A1646828	10.04	.9246	1.6759	.4739	.0076	.0359	.1097	4	4
3P2A1647829	12.64	.7431	1.9642	.5177	.0079	.0351	.1166	4	4
3P2A1648830	14.18	1.1450	2.4889	.5619	.0076	.0444	.1685	3	
3P2A1649831	16.01	1.4476	2.5054	.8594	.0456	.0321	.0888	4	4

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.9882	1.9788	.5610	.0174	.0370	.1104

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	3.5556	3.2222	3.0000
STAND. DEV.	.4969	1.2273	.6325
OVERALL RATING	4.0000	4.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 5

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
032273	166	FLAT	AIY	PHL	1240	1316	T3		03000	A/N	TURB.		

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
4A2P1602836	0.00	1.1739	2.4074	.6055	.0179	.0236	.0736	3	3
4A2P1603837	3.12	1.5082	3.5508	.5510	.0304	.0431	.1061	4	3
4A2P1604838	7.08	1.0970	1.7964	.6118	.0079	.0385	.1185	4	3
4A2P1605839	10.22	.6500	1.3082	.2619	.0052	.0253	.0537	3	2
4A2P1606840	13.28	.7999	1.9693	.5182	.0078	.0310	.1205	5	3
4A2P1607841	14.09	.6999	1.3109	.4221	.0040	.0274	.0918	3	
4A2P1608842	15.76	.9718	1.6309	.5313	.0071	.0381	.1214	3	4
4A2P1609843	18.40	.6529	1.8935	.5124	.0076	.0297	.1059	4	3
4A2P1610844	19.60	.7267	1.3587	.3398	.0053	.0299	.0728	3	3
4A2P1611845	22.30	1.7548	4.5491	1.1999	.0204	.0270	.1079	4	3

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	1.1116	2.4904	.6268	.0148	.0327	.1015

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	3.6000	2.7000	2.0000
STAND. DEV.	.6633	1.0050	1.5811
OVERALL RATING	4.0000	3.0030	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 4

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
032273	169	FLAT	PHL	AIY	1338	1359	T3		02000	A/N	L.TURB.		

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
5P2A1602850	0.00	.9767	1.4165	.4809	.0147	.0189	.0717	3	2
5P2A1603851	2.17	.6644	1.8233	.4673	.0211	.0264	.0955	4	3
5P2A1604852	4.03	.6592	1.3826	.3797	.0091	.0272	.0919	4	3
5P2A1605853	7.10	.9142	2.0315	.5840	.0099	.0347	.1181	4	2
5P2A1606854	11.09	.9479	1.5964	.5384	.0076	.0376	.1194	4	2
5P2A1607855	13.56	.9556	1.9038	.6425	.0088	.0413	.1397	5	
5P2A1608856	15.14	1.0606	1.9870	.6198	.0188	.0434	.1584	4	2
5P2A1609857	16.97	1.0744	2.0894	.6804	.0225	.0235	.0776	3	3

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.9094	1.7764	.5484	.0156	.0314	.1082

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	3.8750	2.1250	3.2000
STAND. DEV.	.5995	.9270	.4000
OVERALL RATING	4.0000	3.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 5

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
032273	160	FLAT	AIY	PHL	1425	1449	T3			A/N	TURB.		

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
6A2P1602862	0.00	.9601	1.5314	.5918	.0097	.0375	.1083	4	4
6A2P1603863	2.05	1.1238	2.5934	.6661	.0094	.0478	.1265	4	4
6A2P1604864	4.04	.9951	1.9404	.4553	.0099	.0373	.0946	3	4
6A2P1605865	6.15	.9008	1.8454	.6946	.0112	.0400	.1567	5	4
6A2P1606866	8.14	.7926	2.1027	.5561	.0116	.0379	.1303	4	4
6A2P1607961	10.33	.3858	1.0822	.3913	.0058	.0153	.0618	3	
6A2P1608041	11.35	1.0137	1.9071	.4975	.0095	.0374	.1154	3	4
6A2P1609748	14.19	.7369	1.4606	.3853	.0082	.0302	.0790	4	4
6A2P1610041	16.23	.9504	1.7765	.5333	.0111	.0365	.1114	5	4
6A2P1611448	17.54	1.4978	2.6757	.5741	.0110	.0572	.1014	4	
6A2P1612045	19.17	.8260	1.9180	.6033	.0266	.0284	.0983	3	4

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.9576	1.9512	.5544	.0135	.0379	.1101

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	3.8182	3.2727	3.6667
STAND. DEV.	.7158	1.5428	.4714
OVERALL RATING	4.0000	4.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 6

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
032273	126	FLAT	PHL	DCA	1554	1640	V			A	L.TURB.		

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
7P1D1002008	0.00	.5691	1.9003	.5252	.0120	.0244	.1050	3	
7P1D1003009	2.58	.5980	1.8522	.4704	.0109	.0312	.0929	3	
7P1D1004010	3.65	.4435	1.1249	.3890	.0113	.0259	.0950	4	
7P1D1005011	5.64	.4258	1.0158	.2600	.0027	.0214	.0568	3	
7P1D1006012	7.64	.6342	1.8871	.4653	.0044	.0353	.1292	4	
7P1D1007013	9.65	.6104	1.5394	.4100	.0049	.0292	.0958	4	
7P1D1008014	11.68	.6792	1.3674	.4200	.0106	.0329	.1063	4	
7P1D1009015	13.94	.5085	1.2685	.4786	.0037	.0254	.0996	3	
7P1D1010016	15.70	.6244	1.4875	.4548	.0072	.0340	.1295	4	
7P1D1011017	17.77	.6421	1.6051	.4233	.0103	.0343	.1313	4	
7P1D1012018	19.75	.6560	1.9343	.5078	.0071	.0399	.1202	4	
7P1D1013019	21.76	.5902	1.8527	.5444	.0054	.0352	.1699	4	
7P1D1014020	23.76	.7000	1.4854	.3437	.0038	.0337	.0937	3	
7P1D1015021	25.77	.5542	1.7974	.5192	.0093	.0341	.1326	4	
7P1D1016022	27.33	.4928	1.7034	.3921	.0035	.0276	.1011	3	
7P1D1017023	29.88	.6840	1.8671	.5561	.0046	.0360	.1581	4	
7P1D1018024	30.91	.6768	2.2524	.4380	.0061	.0348	.1175	3	
7P1D1019025	32.11	.6856	1.6726	.5951	.0239	.0237	.0962	3	
7P1D1020026	33.69	.4646	1.1540	.4995	.0128	.0166	.0778	2	

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.6005	1.6498	.4672	.0102	.0304	.1130

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	3.4737		3.8333
STAND. DEV.	.5955		.3727
OVERALL RATING	4.0000		

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 6

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
032773	145	FLAT	OCA	PHL	1038	1122	N	195	07000	A/H	L.TURB.	23	050

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
103P1302983	0.00	.8729	1.9364	.4884	.0164	.0358	.0942	3	4
103P1303984	1.93	.5680	1.6589	.4056	.0110	.0258	.0630	4	4
103P1304985	5.18	.1502	.3447	.1608	.0044	.0066	.0316	2	3
103P1305986	9.85	.1289	.2437	.0923	.0018	.0070	.0216	2	3
103P1306987	12.23	.3456	1.0868	.2124	.0017	.0201	.0561	3	3
103P1307988	15.85	.3845	.6344	.1144	.0025	.0078	.0207	2	2
103P1308989	19.70	.2178	.3259	.1462	.0017	.0102	.0341	3	3
103P1309990	24.63	.1211	.2608	.0926	.0018	.0084	.0232	3	2
103P1310991	27.58	.4473	.8339	.1689	.0084	.0267	.0475	3	3
103P1311992	30.75	.6824	.8841	.2555	.0108	.0277	.0668	4	4
103P1312993	34.82	.7884	1.8648	.4911	.0060	.0404	.1030	4	4
103P1313994	36.97	.4180	1.4438	.4457	.0082	.0212	.0836	4	3

SUMMARY --	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.4885	1.1207	.2910	.0078	.0226	.0615

SUBJECTIVE EVALUATION --	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	3.0833	3.1667	3.0000
STAND. DEV.	.7592	.6872	0.0000
OVERALL RATING	3.0000	3.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 3

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
832773	165	FLAT	PHL	AIY	1230	1255	T2	140	02500	A/M	L.TURB.	20	020

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
2P2A1319200	0.00	.7194	1.3364	.3752	.0233	.0219	.0825	4	3
2P2A1320201	1.94	1.0350	1.8253	.4915	.0123	.0287	.0897	3	4
2P2A1321202	3.95	1.2259	2.4235	.7704	.0198	.0337	.1318	4	4
2P2A1322203	6.97	1.4406	2.7052	.8447	.0158	.0409	.1719	5	4
2P2A1323204	9.98	1.0384	2.1326	.8030	.0113	.0325	.1800	5	4
2P2A1324205	14.23	.8643	1.4712	.4583	.0072	.0253	.0736	4	4
2P2A1325206	16.30	.5090	.6318	.2137	.0349	.0179	.0409	3	3

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	1.0288	1.9162	.6021	.0191	.0297	.1178

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	4.0000	3.7143	3.0000
STAND. DEV.	.7559	.4518	.6325
OVERALL RATING	3.0000	4.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 5

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
032773	165	FLAT	AIY	WWD	1300	1317	T2			A/M	L.TURB.		

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
3A2W1330211	0.00	.9125	1.3606	.5368	.0385	.0179	.0484	3	3
3A2W1331212	1.63	.3688	.6577	.2357	.0210	.0116	.0420	3	3
3A2W1332213	3.65	.8061	1.7131	.4462	.0058	.0285	.0909	4	4
3A2W1333214	6.58	.6431	1.0347	.3032	.0082	.0209	.0553	3	3
3A2W1334215	8.68	1.0744	1.6797	.5072	.0094	.0322	.0895	3	4
3A2W1335216	10.60	1.2748	1.8917	.8985	.0142	.0410	.1656	4	4
3A2W1336217	12.25	1.8184	5.1029	1.1356	.0468	.0406	.1163	4	4

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	1.0043	2.0826	.6045	.0234	.0284	.0931

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	3.4286	3.5714	0.0000
STAND. DEV.	.4949	.4949	0.0000
OVERALL RATING	3.0000	4.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 0

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT. (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
832773	184	FLAT	WWD	AIY	1352	1412	T2			A/M			

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
4W2A1339221	0.00	1.4141	2.4437	.5817	.0164	.0235	.0794	3	3
4W2A1340222	2.54	.3486	.7885	.1766	.0097	.0113	.0337	3	3
4W2A1341223	5.83	.2534	.5375	.1722	.0093	.0104	.0284	2	3
4W2A1342224	9.20	.3535	.6932	.1844	.0089	.0122	.0314	3	3
4W2A1343225	12.69	.7930	1.4105	.3808	.0295	.0214	.0646	3	4
4W2A1344226	14.94	1.7070	3.5953	.9013	.0249	.0327	.1187	4	4

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.8982	1.7515	.4402	.0178	.0191	.0627

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	3.0000	3.3333	2.0000
STAND. DEV.	.5774	.4714	0.0000
OVERALL RATING			

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 3

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
032773	180	FLAT	AIY	PHL	1423	1447	T3			A/M	L.TURB.		

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
5A2P1302231	0.00	.3677	.6932	.2617	.0125	.0111	.0290	2	3
5A2P1303233	3.08	1.1846	2.6581	.6093	.0207	.0394	.1116	4	4
5A2P1304234	5.22	1.1630	1.9857	.6461	.0147	.0436	.1211	4	4
5A2P1305235	7.77	1.1358	2.0233	.5875	.0118	.0396	.1256	4	4
5A2P1306236	10.32	.8152	1.7635	.5633	.0143	.0336	.1197	4	4
5A2P1307237	14.55	.9361	1.4544	.5407	.0135	.0348	.0956	3	4
5A2P1308238	17.18	.9398	1.3530	.4512	.0186	.0332	.0813	4	4

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.9598	1.7136	.5271	.0151	.0347	.1001

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	3.5714	3.8571	4.5000
STAND. DEV.	.7284	.3499	.5000
OVERALL RATING	4.0000	4.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 2

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
032773	126	FLAT	PHL	DCA	1607	1647	V	210	08500	A	L.TURB.		

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
6P1D1002243	0.00	.9123	2.5257	.9533	.0183	.0237	.1140	3	
6P1D1003244	2.43	.6777	1.5918	.4255	.0060	.0230	.0841	3	
6P1D1004245	4.46	.4526	.8204	.2870	.0055	.0132	.0600	3	
6P1D1005246	6.53	.3371	.9633	.2058	.0023	.0147	.0445	3	
6P1D1006247	8.51	.2074	.4288	.2192	.0058	.0088	.0335	3	
6P1D1007248	10.65	.1532	.4162	.1728	.0050	.0080	.0339	3	
6P1D1008249	12.95	.1150	.4192	.1033	.0018	.0076	.0230	2	
6P1D1009250	14.55	.1241	.3642	.0892	.0018	.0078	.0235	2	
6P1D1010251	16.45	.1391	.4537	.1586	.0025	.0081	.0350	2	
6P1D1011252	18.59	.1781	.4632	.1570	.0193	.0102	.0332	2	
6P1D1012253	21.46	.5462	1.0675	.2575	.0071	.0202	.0492	3	
6P1D1013254	23.47	.3895	1.2434	.3704	.0051	.0150	.0749	3	
6P1D1014255	25.05	.6315	1.4471	.2571	.0099	.0247	.0732	4	
6P1D1015256	27.49	.8149	1.8960	.3031	.0076	.0314	.0931	3	
6P1D1016257	29.49	1.0071	2.3054	.6445	.0111	.0280	.1036	4	
6P1D1017258	32.30	.9009	3.0587	.9226	.0216	.0285	.1233	4	

SUMMARY --	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.5038	1.3121	.3924	.0120	.0172	.0640

SUBJECTIVE EVALUATION --	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.9375		2.6000
STAND. DEV.	.6585		.8000
OVERALL RATING	3.0000		

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 10

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
832773	128	FLAT	DCA	PNE	1702	1756	V			A			

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
701N1021262	0.00	.6751	1.9960	.4111	.0114	.0245	.0908	4	
701N1022263	2.37	.6875	2.2812	.3109	.0136	.0287	.0806	3	
701N1023264	6.29	.1865	.5223	.1697	.0109	.0093	.0312	3	
701N1024265	9.16	.1254	.3466	.1014	.0032	.0057	.0209	2	
701N1025266	13.17	.1259	.3252	.0956	.0021	.0052	.0199	2	
701N1026267	16.51	.1148	.3058	.0775	.0022	.0053	.0191	2	
701N1027268	20.53	.3052	.6355	.1278	.0028	.0136	.0290	3	
701N1028269	23.54	.1115	.3029	.0722	.0021	.0054	.0181	3	
701N1029270	27.33	.3065	.6884	.1464	.0030	.0135	.0333	3	
701N1030271	30.33	.5766	1.2071	.2035	.0037	.0250	.0669	4	
701N1031272	32.80	.9213	1.7438	.2954	.0086	.0408	.0996	4	
701N1032273	35.36	.6460	1.5659	.4325	.0183	.0215	.0683	3	

SUMMARY --	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.4648	1.1846	.2325	.0085	.0190	.0537

SUBJECTIVE EVALUATION --	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	3.0000		3.0000
STAND. DEV.	.7071		.8165
OVERALL RATING	3.0000		

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 9

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
032873	114	FLAT	PNE	DCA	0745	0831	N	190	06500	A	CLEAR	20	06.

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
1N3D1002743	0.00	.5379	.3723	.1899	.0039	.0068	.0293	2	
1N3D1003744	2.03	.1307	.2416	.1025	.0030	.0029	.0166	1	
1N3D1004745	5.12	.0875	.1783	.1435	.0254	.0037	.0276	1	
1N3D1005746	8.21	.0778	.1259	.1449	.0022	.0016	.0215	2	
1N3D1006747	12.10	.0416	.0833	.0658	.0024	.0016	.0132	2	
1N3D1007748	16.64	.0471	.1331	.0723	.0057	.0019	.0144	2	
1N3D1008749	20.27	.0908	.1547	.0632	.0040	.0030	.0121	2	
1N3D1009750	24.40	.0648	.1046	.0954	.0023	.0025	.0173	2	
1N3D1010751	27.88	.0568	.1246	.0647	.0038	.0030	.0129	2	
1N3D1011752	32.34	.0940	.1768	.0964	.0050	.0077	.0191	2	
1N3D1012753	33.74	.4402	.8039	.1895	.0217	.0229	.0416	3	
1N3D1013754	35.97	.9104	1.6740	.4685	.0105	.0417	.0908	3	

SUMMARY --	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.2835	.4515	.1559	.0115	.0111	.0291

SUBJECTIVE EVALUATION --	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.0000		1.8947
STAND. DEV.	.5774		.5520
OVERALL RATING	2.0000		

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 19

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
032873	119	FLAT	DCA	PHL	0910	1000	N	180	07500	A	CLEAR	20	060

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
203P1017758	0.00	.4284	1.3636	.3387	.0160	.0232	.0659	2	
203P1018759	2.24	.3998	.8081	.4112	.0174	.0227	.0705	3	
203P1019760	7.00	.1383	.1076	.1127	.0021	.0036	.0197	2	
203P1020761	10.02	.0812	.1684	.1400	.0083	.0031	.0225	2	
203P1021762	14.19	.0894	.1970	.0727	.0059	.0018	.0127	1	
203P1022763	16.53	.0742	.1676	.1228	.0081	.0024	.0230	1	
203P1023764	19.12	.0814	.1466	.0682	.0067	.0030	.0135	1	
203P1024765	22.10	.0642	.1121	.0734	.0035	.0040	.0143	2	
203P1025766	27.08	.0532	.1466	.0977	.0055	.0019	.0169	2	
203P1026768	31.14	.0848	.1511	.1391	.0051	.0039	.0290	2	
203P1027769	33.80	.5793	1.6830	.3314	.0111	.0311	.0754	3	

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.2341	.6430	.1942	.0089	.0124	.0374

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	1.9091		2.7200
STAND. DEV.	.6680		.8256
OVERALL RATING	2.0000		

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 25

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
832873	167	FLAT	PHL	AIY	1055	1118	T3	155	04500	A/B	L.TURB.		

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
3P2A1402773	0.00	1.0090	2.3646	.4156	.0167	.0209	.0876	3	2
3P2A1403774	2.53	.3246	.3687	.1747	.0248	.0078	.0230	2	2
3P2A1404775	4.39	.3256	.5960	.2153	.0065	.0094	.0395	2	2
3P2A1405776	6.73	1.2534	1.6309	.5877	.0049	.0263	.1314	4	3
3P2A1406777	9.10	.5019	.9574	.2657	.0026	.0156	.0486	3	3
3P2A1407778	10.37	1.0911	2.6117	1.0332	.0093	.0290	.2084	5	4
3P2A1408779	13.45	.5603	1.4569	.4515	.0129	.0164	.0858	3	3
3P2A1409780	15.45	.4849	.7106	.2659	.0024	.0133	.0542	2	2
3P2A1410781	17.43	1.2381	2.1073	.4884	.0094	.0200	.0768	3	2

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.8067	1.5791	.4577	.0129	.0178	.0898

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	3.0000	2.5556	3.6667
STAND. DEV.	.9428	.6849	.4714
OVERALL RATING	3.0000	3.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 3

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
032873	165	FLAT	AIY	WWD	1308	1325	T2	145	02000	A/B	L.TURB.		

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
4A2W1402743	0.00	1.7754	2.6663	.7180	.0113	.0266	.0877	3	2
4A2W1403744	2.40	.5723	1.4281	.7889	.0054	.0277	.1566	4	4
4A2W1404745	6.66	.2393	.4178	.0863	.0073	.0075	.0181	2	2
4A2W1405746	9.13	.3168	.4710	.1413	.0045	.0111	.0279	2	2
4A2W1406747	10.50	1.1005	1.8125	.5514	.0082	.0392	.0953	3	3
4A2W1407748	11.12	1.4783	2.5341	.8806	.0199	.0459	.1581	4	4
4A2W1408749	12.33	2.8002	3.6655	1.2252	.0380	.0400	.1070	4	4

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	1.2578	1.8955	.6241	.0145	.0283	.0926

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	3.1429	3.0000	2.0000
STAND. DEV.	.8330	.9258	.7071
OVERALL RATING	3.0000	3.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 4

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
032873	171	FLAT	PHL	AIY	1527	1556	T3			A	L.TURB.		

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
5P2A1013754	0.00	.7100	1.4673	.4239	.0178	.0196	.0685	2	
5P2A1014755	1.55	.7734	1.4371	.4679	.0067	.0220	.0723	3	
5P2A1015756	3.89	.4570	1.6226	.4385	.0057	.0197	.0947	3	
5P2A1016757	6.93	.6375	1.1314	.3474	.0042	.0237	.0681	4	
5P2A1017758	10.11	.1591	.3906	.0982	.0020	.0067	.0221	2	
5P2A1018759	12.17	.1943	.4231	.1816	.0106	.0069	.0336	3	
5P2A1019760	14.02	.3819	.8068	.2231	.0112	.0135	.0478	2	
5P2A1020761	16.00	.8079	1.5374	.5335	.0117	.0308	.1203	3	
5P2A1021762	17.08	.5975	1.3316	.3117	.0057	.0200	.0801	2	
5P2A1022763	18.04	.6888	1.8843	.6664	.0204	.0181	.0688	3	

SUMMARY --	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.5692	1.2620	.3948	.0112	.0191	.0711

SUBJECTIVE EVALUATION --	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.7000		2.5385
STAND. DEV.	.6403		.9295
OVERALL RATING	3.0000		

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 13

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
032873	171	FLAT	AIY	WWD	1600	1619	T3			A	L.TURB.		

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
6A2W1027768	0.00	.7980	1.6836	.6695	.0077	.0339	.1228	4	
6A2W1028769	2.03	.6009	1.2223	.5818	.0105	.0279	.1208	5	
6A2W1029770	4.05	.4530	.6866	.2250	.0023	.0180	.0464	3	
6A2W1030771	5.54	.4349	1.1583	.3105	.0048	.0177	.0648	3	
6A2W1031772	6.61	.4834	1.4139	.2189	.0045	.0207	.0534	3	
6A2W1032773	8.30	.7528	1.7737	.6202	.0108	.0416	.1282	4	
6A2W1033774	9.10	.9467	2.3732	.5306	.0227	.0342	.1093	4	
6A2W1034775	10.25	1.3635	1.4304	.6800	.0182	.0177	.0669	3	

SUMMARY --	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.8205	1.6296	.5371	.0132	.0287	.0984

SUBJECTIVE EVALUATION --	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	3.6250		0.0000
STAND. DEV.	.6960		0.0000
OVERALL RATING			

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 0

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
032873	172	FLAT	WWO	AIY	1626	1645	T3		02000	A			

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
7W2A1038779	0.00	.8565	1.7096	.5455	.0121	.0290	.0962	3	
7W2A1039780	2.93	.1256	.3517	.1014	.0064	.0051	.0180	2	
7W2A1040781	5.21	.1066	.1743	.0677	.0016	.0047	.0140	2	
7W2A1041782	7.47	.2115	.3081	.1335	.0031	.0048	.0237	1	
7W2A1042783	9.29	.2548	.4873	.1040	.0035	.0076	.0245	2	
7W2A1043784	11.37	.8340	1.6927	.5458	.0127	.0397	.1157	3	
7W2A1044785	12.15	.9667	.9303	.5763	.0254	.0206	.0561	3	

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.6676	1.0810	.4043	.0139	.0216	.0661

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.2857		2.6667
STAND. DEV.	.6999		1.6997
OVERALL RATING	2.0000		

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 3

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
032873	172	FLAT	AIY	PHL	1700	1725	T3		02500	A	CLEAR		

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
8A2P1048789	0.00	.6365	1.2500	.3989	.0104	.0175	.0715	3	
8A2P1049790	2.62	.3600	.5518	.1652	.0022	.0064	.0280	2	
8A2P1050791	5.68	.2314	.2906	.1137	.0024	.0063	.0194	2	
8A2P1051792	8.42	.3548	1.2406	.2289	.0021	.0138	.0442	3	
8A2P1052793	11.25	.3930	.8775	.2030	.0033	.0161	.0419	3	
8A2P1053794	13.95	.4306	.9442	.2311	.0083	.0168	.0510	3	
8A2P1054795	16.74	.4382	1.0322	.2231	.0052	.0136	.0521	3	
8A2P1055796	17.79	.4977	.8334	.3555	.0206	.0119	.0473	4	
8A2P1056797	18.80	.8454	1.2186	.4772	.0099	.0110	.0352	3	

SUMMARY --	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.4707	.9247	.2689	.0080	.0133	.0450

SUBJECTIVE EVALUATION --	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.8889		3.0000
STAND. DEV.	.5666		1.2060
OVERALL RATING	3.0000		

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 11

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
032873	175	FLAT	PHL	AIY	1742	1807	T3		03500	A	CLEAR		

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
9P2A1060801	0.00	.5357	1.3445	.4065	.0086	.0169	.0639	3	
9P2A1061802	2.96	.3054	.5969	.2224	.0335	.0097	.0329	3	
9P2A1062803	4.98	.2193	.3541	.1137	.0017	.0085	.0201	2	
9P2A1063804	7.23	.1007	.2164	.0886	.0024	.0047	.0150	2	
9P2A1064805	8.99	.1079	.2515	.0857	.0021	.0048	.0138	2	
9P2A1065806	11.44	.1778	.3449	.1418	.0123	.0061	.0231	2	
9P2A1066807	13.43	.1703	.2191	.0944	.0092	.0063	.0168	2	
9P2A1068809	15.55	.1037	.2318	.2091	.0073	.0056	.0316	2	
9P2A1069810	17.51	.4097	.8633	.2563	.0155	.0134	.0560	3	
9P2A1070811	18.26	.6989	1.0543	.5755	.0338	.0164	.0515	3	

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.3550	.6924	.2800	.0194	.0105	.0378

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.4000		2.2500
STAND. DEV.	.4899		1.2332
OVERALL RATING	2.0000		

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 12

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
032973	182	FLAT	AIY	EWR	0734	0817	T3	150	01500	A	L.TURB.	16	353

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
1A2E1002745	0.00	.2169	.2539	.1859	.0144	.0060	.0244	1	
1A2E1003746	2.78	.1173	.2152	.0683	.0014	.0077	.0087	2	
1A2E1004747	5.55	.1444	.2611	.0756	.0030	.0076	.0134	2	
1A2E1005748	8.71	.1796	.3811	.0868	.0026	.0075	.0157	2	
1A2E1006749	12.31	.2325	.4306	.1297	.0042	.0097	.0216	2	
1A2E1007750	15.48	.4756	1.0428	.2409	.0058	.0137	.0457	3	
1A2E1008751	18.33	.4623	.8473	.2625	.0029	.0143	.0525	3	
1A2E1009752	20.60	.6975	1.7306	.4205	.0133	.0203	.0661	3	
1A2E1010753	23.81	.7195	1.4336	.2538	.0036	.0175	.0466	3	
1A2E1011754	27.31	.7448	1.1847	.3415	.0042	.0197	.0658	3	
1A2E1012755	30.81	.8909	1.3369	.3364	.0049	.0192	.0583	3	
1A2E1013756	35.47	.8678	1.4083	.4601	.0050	.0208	.0888	3	
1A2E1014757	37.31	1.1308	1.5782	.6148	.0184	.0173	.1110	4	

SUMMARY --	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.6037	1.0536	.2985	.0076	.0147	.0539

SUBJECTIVE EVALUATION --	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.6154		4.0000
STAND. DEV.	.7378		0.0000
OVERALL RATING	3.0000		

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 2

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
032973	187	FLAT	EWR	AIY	0852	0935	T3	150		A			

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
2E2A1018761	0.00	.6427	1.3534	.3337	.0182	.0145	.0634	2	
2E2A1019762	1.80	.6304	1.3863	.4423	.0064	.0194	.0826	3	
2E2A1020763	4.37	.5654	1.1023	.3330	.0134	.0162	.0564	2	
2E2A1021764	7.40	.7764	2.0766	.6875	.0114	.0236	.1169	4	
2E2A1022765	10.53	.9819	1.9132	.5957	.0088	.0253	.1022	3	
2E2A1023766	13.48	.9496	1.5987	.5096	.0251	.0235	.0856	3	
2E2A1024767	15.25	.4651	.5220	.2141	.0065	.0086	.0368	2	
2E2A1025768	17.42	.1742	.3578	.1317	.0109	.0066	.0203	2	
2E2A1026769	19.68	.1403	.3808	.0701	.0061	.0065	.0113	2	
2E2A1027770	24.25	.1466	.2756	.0615	.0054	.0065	.0089	2	
2E2A1028771	27.60	.2265	.3927	.0645	.0054	.0080	.0107	2	
2E2A1029772	31.85	.1291	.2308	.0774	.0053	.0078	.0126	2	
2E2A1030773	33.35	.3128	.4621	.1275	.0060	.0102	.0246	3	
2E2A1031774	34.28	.8736	1.2800	.5124	.0075	.0203	.0982	4	
2E2A1032775	35.69	.9232	2.1646	.4702	.0265	.0158	.0590	3	

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.5803	1.1374	.3416	.0117	.0150	.0590

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.6000		2.5000
STAND. DEV.	.7118		.5000
OVERALL RATING	2.0000		

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 2

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
032973	168	FLAT	AIY	PHL	0958	1023	T3	150	02500	A	L.TURB. CLEAR	06	000

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
3A2P1036779	0.00	.5144	1.2231	.3088	.0084	.0098	.0546	3	
3A2P1037780	1.50	.2150	.3462	.1035	.0090	.0041	.0173	2	
3A2P1038781	4.18	1.5181	2.4483	.5811	.0074	.0263	.0886	4	
3A2P1039782	7.00	.3423	.6788	.1455	.0064	.0077	.0262	3	
3A2P1040783	8.58	.4049	.5715	.1921	.0119	.0096	.0299	2	
3A2P1041784	10.45	.9057	1.3701	.3511	.0071	.0202	.0594	3	
3A2P1042785	12.65	.8674	1.4290	.3443	.0061	.0196	.0693	3	
3A2P1043786	14.57	.6834	1.2392	.3142	.0097	.0165	.0621	3	
3A2P1044787	16.48	.9769	1.6352	.4671	.0082	.0234	.0842	3	
3A2P1045788	17.64	1.0117	1.9309	.7726	.0352	.0173	.0749	3	

SUMMARY --	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.8077	1.3585	.3822	.0125	.0169	.0593

SUBJECTIVE EVALUATION --	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.9000		3.2000
STAND. DEV.	.5385		.7483
OVERALL RATING	3.0000		

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 5

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
032973	164	FLAT	AIY	PHL	1136	1200	T3	150	02500	A/M	L.TURB.		

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
5A2P1361804	0.00	.6180	1.7279	.4017	.0156	.0122	.0682	3	3
5A2P1362805	2.63	.6771	1.0777	.3420	.0097	.0137	.0596	3	3
5A2P1363806	4.77	1.0496	2.2134	.4880	.0111	.0220	.0936	4	3
5A2P1364807	7.66	1.0396	1.9058	.5112	.0099	.0256	.0959	3	4
5A2P1365808	9.67	.6529	1.2910	.3251	.0096	.0167	.0596	3	3
5A2P1366809	12.64	1.1675	2.0389	.4434	.0085	.0268	.0944	4	4
5A2P1367810	14.68	.9459	2.1171	.5414	.0102	.0223	.0912	4	4
5A2P1368811	16.68	.5028	1.6152	.4479	.0078	.0160	.0890	3	
5A2P1369812	17.58	.9429	1.6354	.5252	.0327	.0191	.0876	4	
5A2P1370813	18.75	1.1359	2.9462	.7146	.0085	.0161	.0772	4	

SUMMARY --	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.8893	1.8123	.4637	.0152	.0200	.0829

SUBJECTIVE EVALUATION --	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	3.5000	2.4000	3.2500
STAND. DEV.	.5000	1.6248	.6614
OVERALL RATING	4.0000	4.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 8

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
032973	165	FLAT	PHL	AIY	1235	1330	T3	147	04700	A/M	L.TURB.		

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
6P2A1375818	0.00	1.0085	1.7361	.5482	.0147	.0217	.0997	3	4
6P2A1376819	2.11	.6033	1.2872	.3753	.0064	.0178	.0646	3	3
6P2A1377820	5.04	.5332	1.1195	.3670	.0069	.0148	.0675	2	3
6P2A1378821	7.29	.1993	.3730	.1168	.0060	.0076	.0249	2	3
6P2A1379822	11.03	.4562	.7968	.2428	.0125	.0128	.0363	3	2
6P2A1380823	12.58	.8061	1.7605	.4597	.0067	.0224	.0723	3	3
6P2A1381824	14.07	.9444	1.2822	.3793	.0051	.0226	.0657	4	3
6P2A1382825	16.06	.3161	.4568	.1031	.0035	.0091	.0247	2	3
6P2A1383826	17.84	.7816	1.4381	.4549	.0295	.0223	.0868	4	4

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.6527	1.1854	.3525	.0115	.0170	.0621

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.8889	3.1111	2.0000
STAND. DEV.	.7370	.5666	.0165
OVERALL RATING	3.0000	3.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 3

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
832973	180	FLAT	AIY	PHL	1426	1455	T3		02000	A/M	L.TURB.		

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
7A2P1302043	0.00	.8318	1.6350	.3848	.0317	.0211	.0470	2	3
7A2P1303044	4.22	.1468	.3429	.1171	.0077	.0087	.0216	2	2
7A2P1304045	7.04	.9939	1.9919	.4069	.0130	.0338	.0855	4	3
7A2P1305046	9.04	.9477	1.4003	.3948	.0129	.0345	.0838	3	4
7A2P1306047	14.42	.8521	1.4931	.4627	.0130	.0314	.0850	3	4
7A2P1307048	17.10	.7518	1.3682	.3427	.0092	.0292	.0656	3	3
7A2P1308049	19.51	.7934	1.2193	.4139	.0250	.0219	.0569	3	3

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.8056	1.4090	.3810	.0183	.0272	.0679

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.8571	3.1429	3.3636
STAND. DEV.	.6389	.6389	.6428
OVERALL RATING	3.0000	3.0000	

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 11

DATE	FLT. NO.	TER	ORIG	DEST	TOD	TOA	AIRCRAFT	AIRSPD (KNOTS)	ALT (FT.)	SUBJ	WEATHER	WINDSPD (KNOTS)	WINDDIR (DEGREES)
032973	126	FLAT	PHL	DCA	1610	1650	V		04500	A			

DATA POINTS --

POINT ID	TIME (MIN.)	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)	SUBJ1	SUBJ2
8P1D1002004	0.00	.3591	.8377	.3100	.0087	.0112	.0485	2	
8P1D1003005	4.42	.3079	.7975	.0767	.0065	.0087	.0203	2	
8P1D1004006	7.35	.1249	.3956	.0865	.0050	.0068	.0213	2	
8P1D1005007	9.97	.3149	.5985	.1148	.0096	.0134	.0386	3	
8P1D1006008	14.39	.1969	.4888	.0997	.0082	.0103	.0232	2	
8P1D1007009	16.98	.1602	.3524	.0813	.0069	.0061	.0230	2	
8P1D1008010	19.93	.1369	.3649	.0702	.0077	.0062	.0190	2	
8P1D1009011	22.05	.1475	.4000	.0960	.0123	.0072	.0251	2	
8P1D1010012	25.65	.4375	1.2544	.2190	.0036	.0182	.0652	3	
8P1D1011013	29.11	.8256	2.0374	.2938	.0087	.0236	.0622	3	
8P1D1012014	31.41	.7216	1.6104	.3943	.0188	.0261	.0940	4	
8P1D1013015	32.83	.9407	1.8120	.7271	.0181	.0281	.1221	3	
8P1D1014016	34.29	.5566	.8520	.3918	.0288	.0166	.0452	3	

SUMMARY --

	YAW (DEG/SEC)	ROLL (DEG/SEC)	PITCH (DEG/SEC)	LONG (G)	TRANS (G)	VERT (G)
AVERAGE RMS	.4465	.9996	.2554	.0118	.0148	.0500

SUBJECTIVE EVALUATION --

	SUBJ1	SUBJ2	PASSENGERS
AVERAGE	2.5385		2.7778
STAND. DEV.	.6343		.7857
OVERALL RATING	2.0000		

NUMBER OF PASSENGERS RESPONDING TO QUESTIONNAIRE = 9

APPENDIX B

POWER SPECTRA

Average Normalized Power Spectra (0 - 12 Hz), Figures B1-B12

Average Normalized Power Spectra (0 - 2.5 Hz), Figures B13-B24

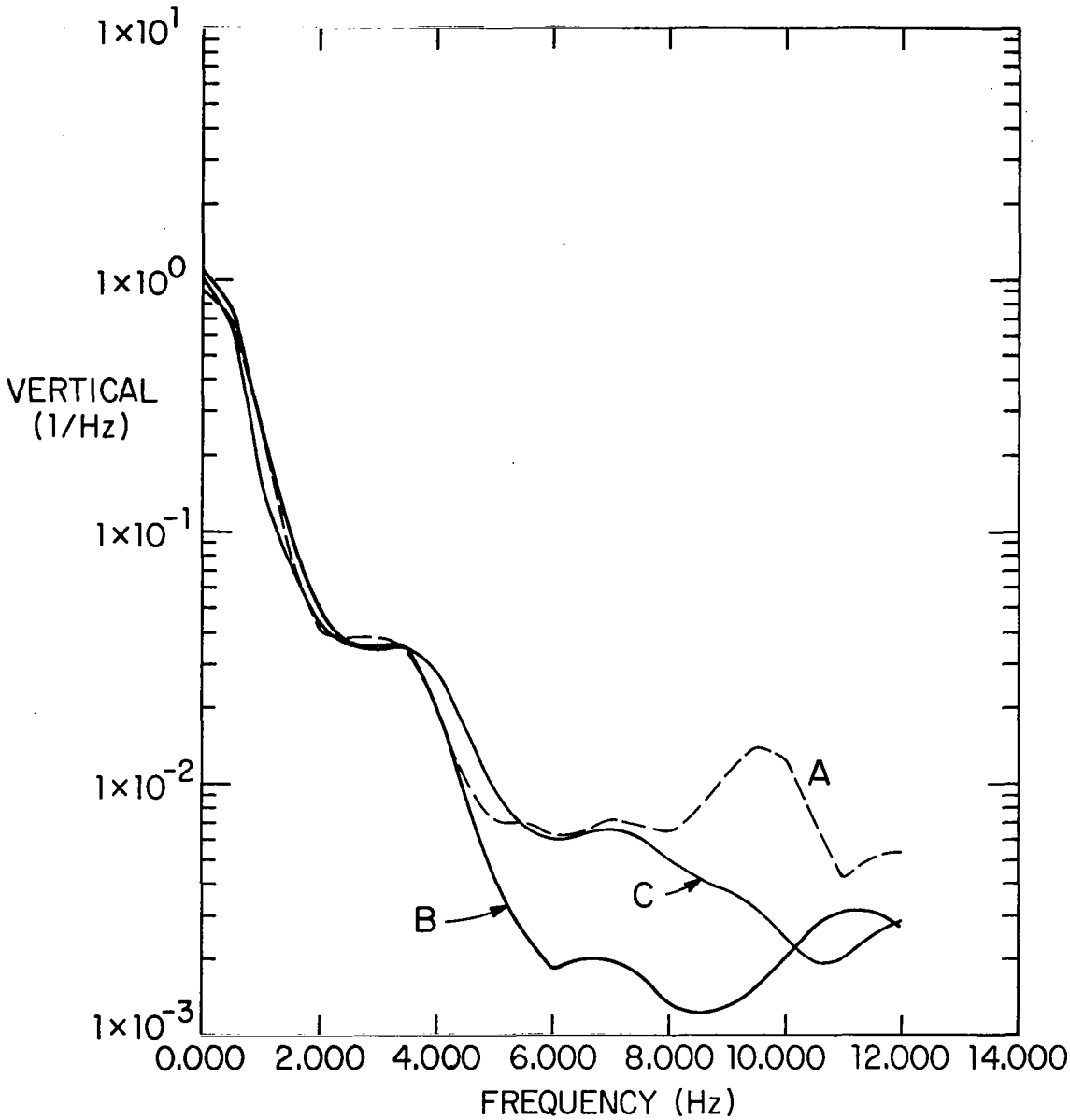

FIGURE B1. AVERAGE NORMALIZED VERTICAL POWER SPECTRA
(0 - 12 Hz)

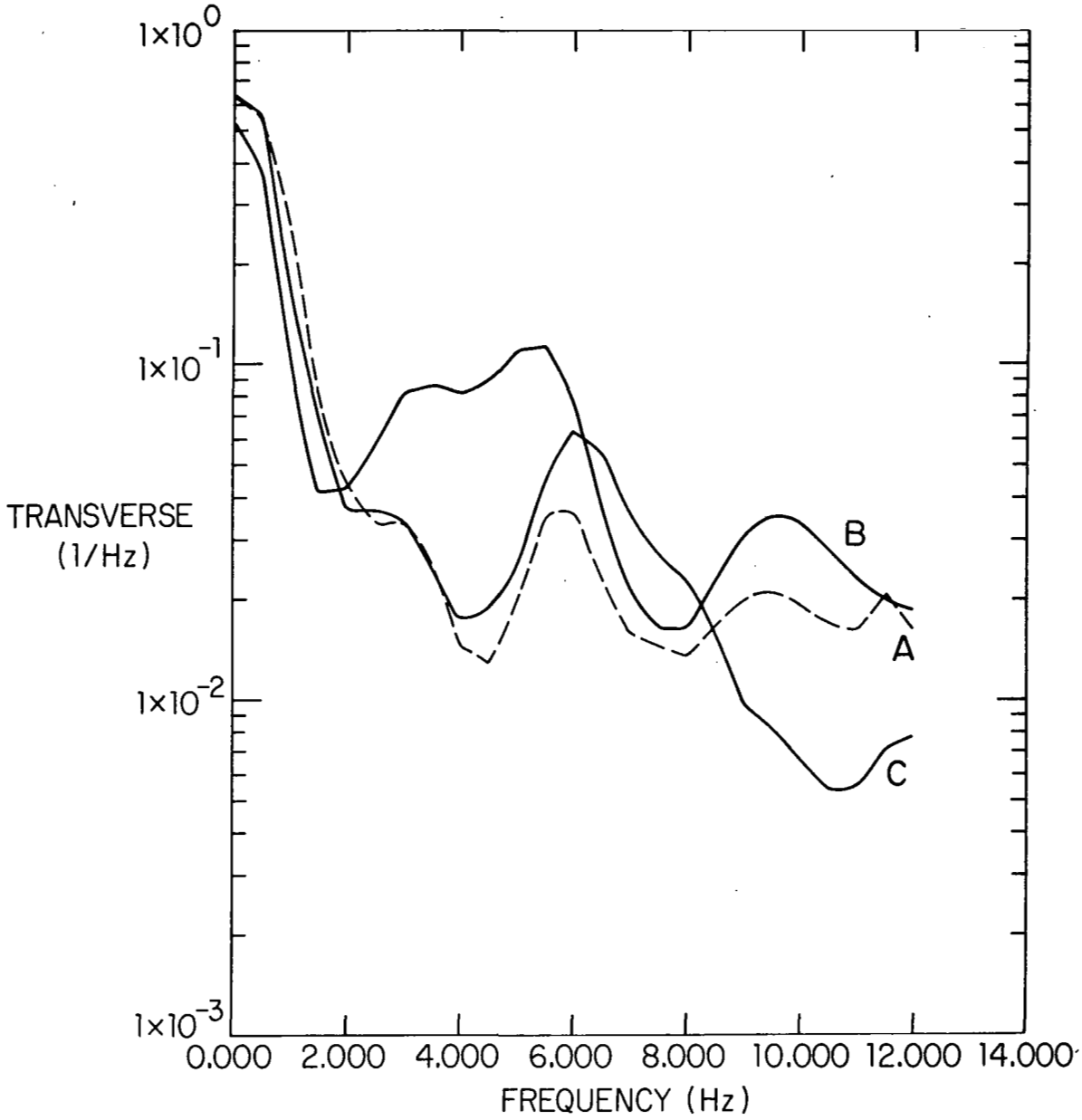

FIGURE B2. AVERAGE NORMALIZED TRANSVERSE POWER SPECTRA (0 - 12 Hz)

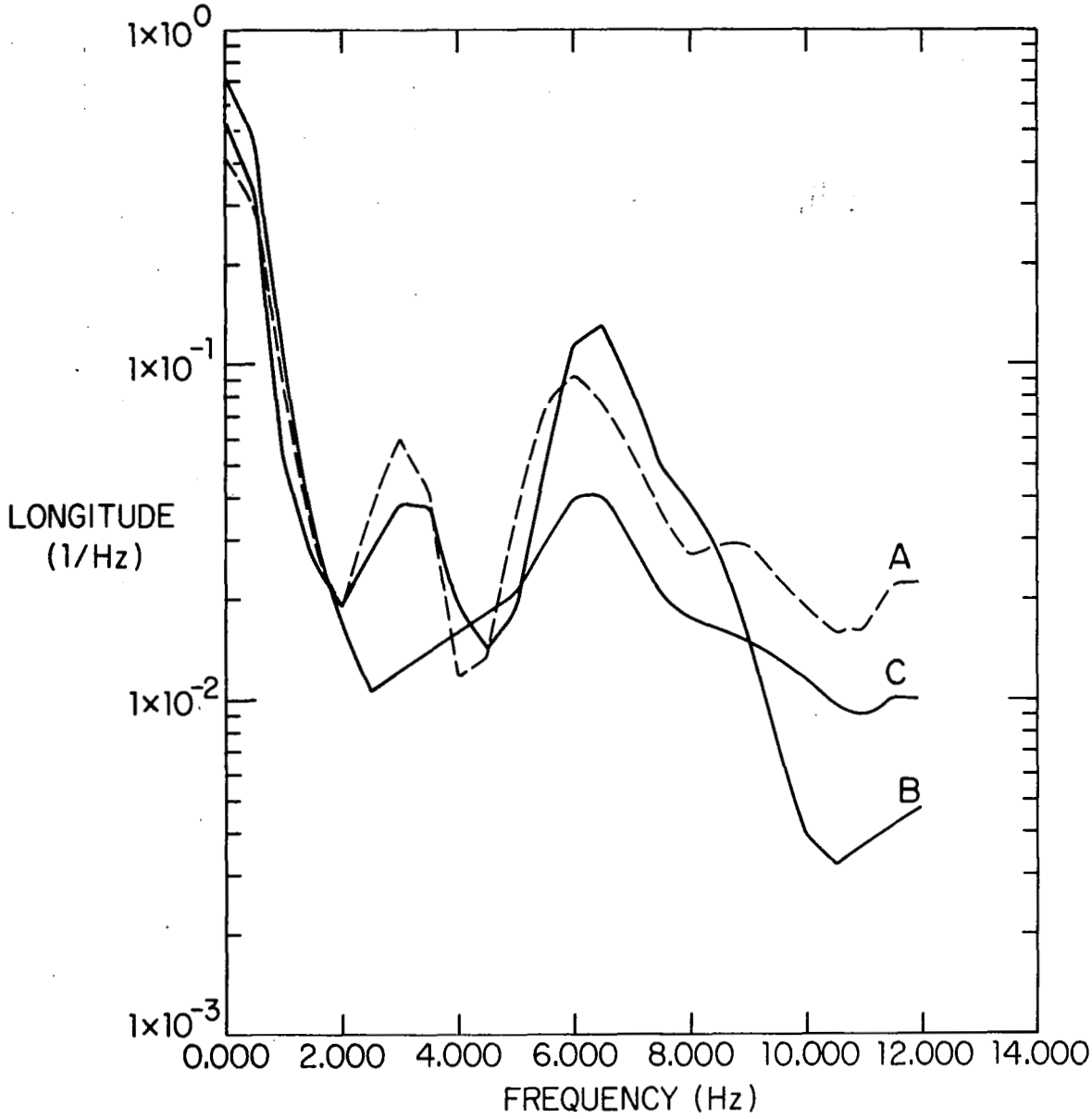

FIGURE B3. AVERAGE NORMALIZED LONGITUDINAL POWER SPECTRA (0 - 12 Hz)

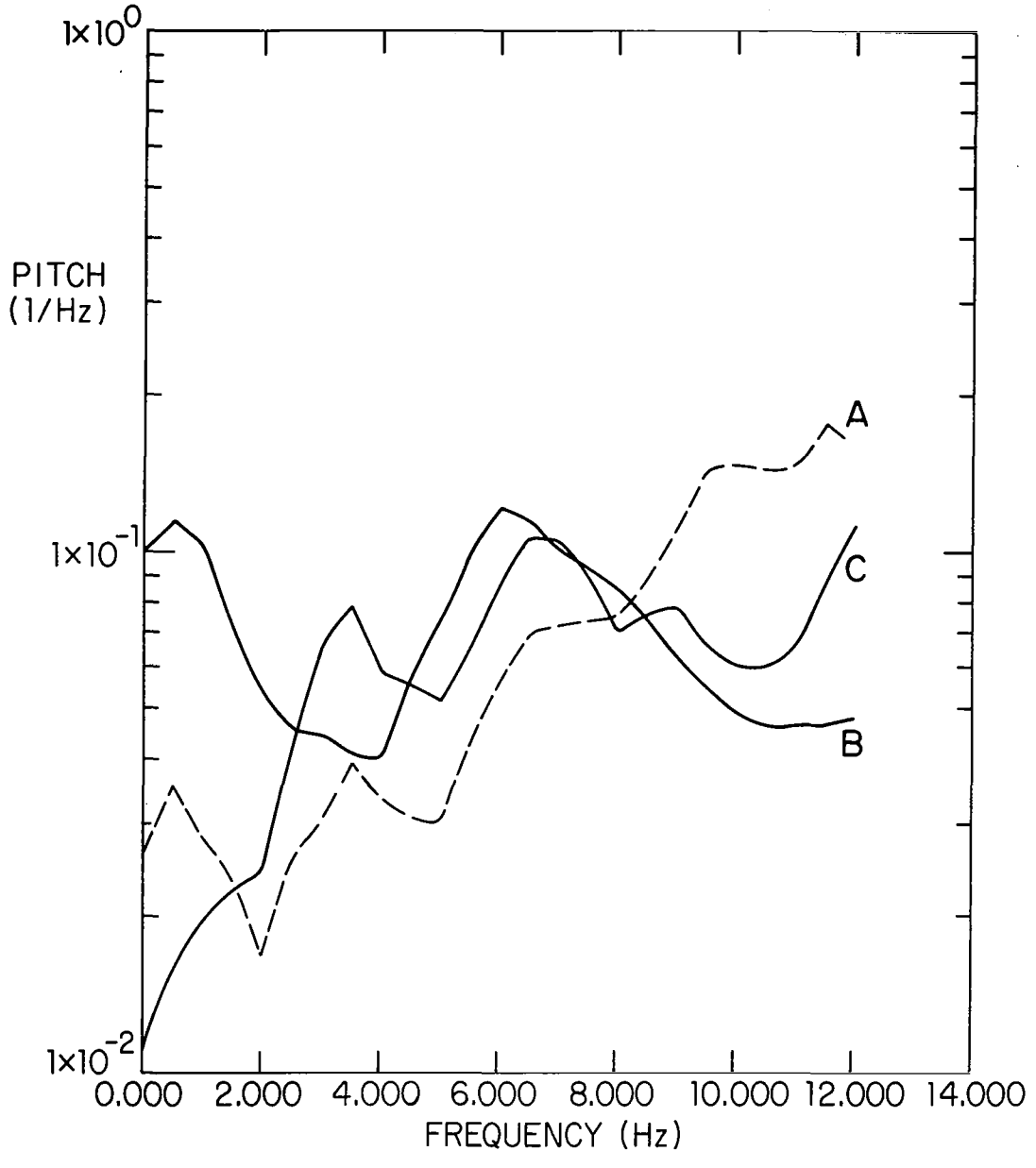

FIGURE B4. AVERAGE NORMALIZED PITCH POWER SPECTRA
(0 - 12 Hz)

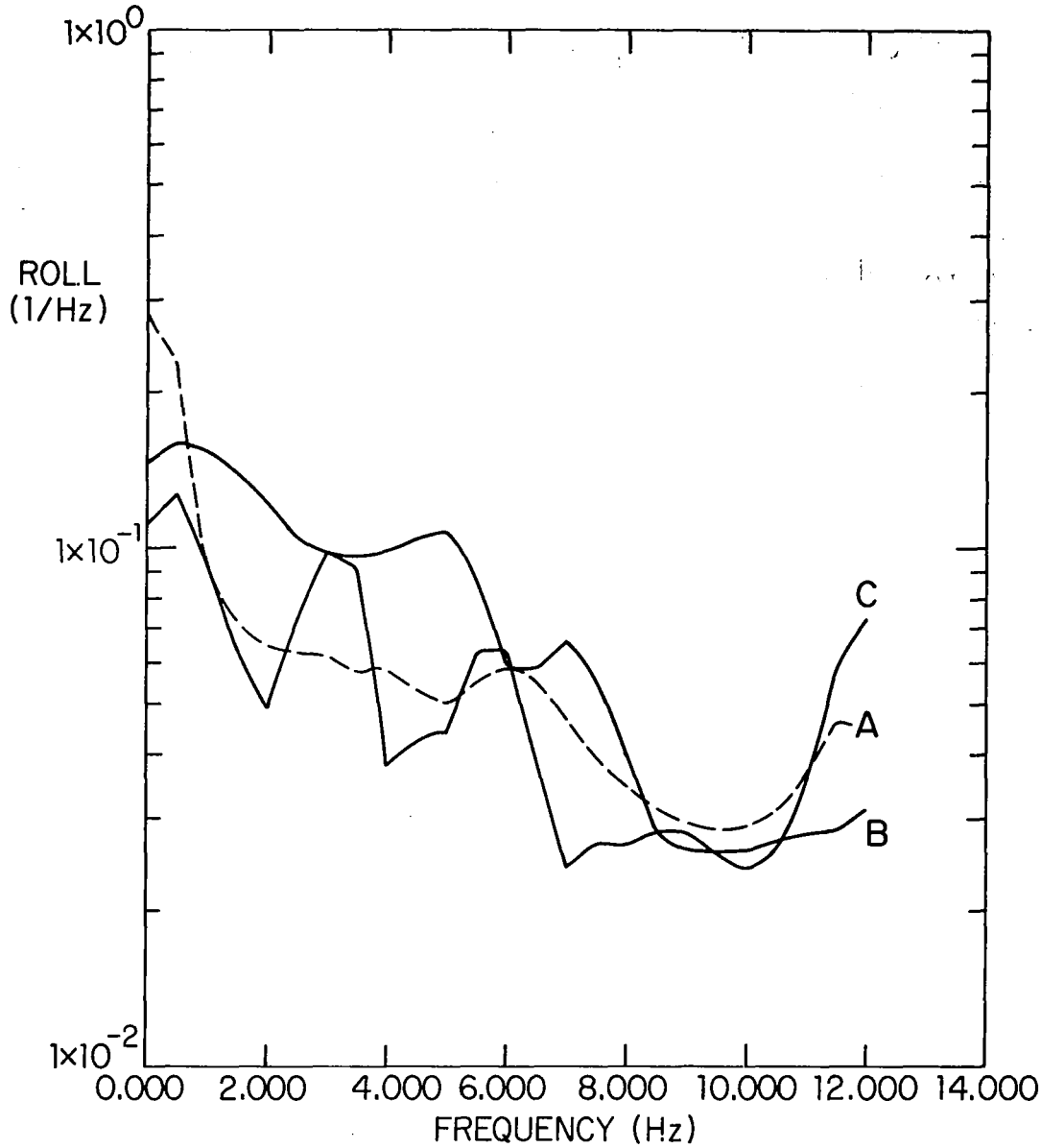

FIGURE B5. AVERAGE NORMALIZED ROLL POWER SPECTRA
(0 - 12 Hz)

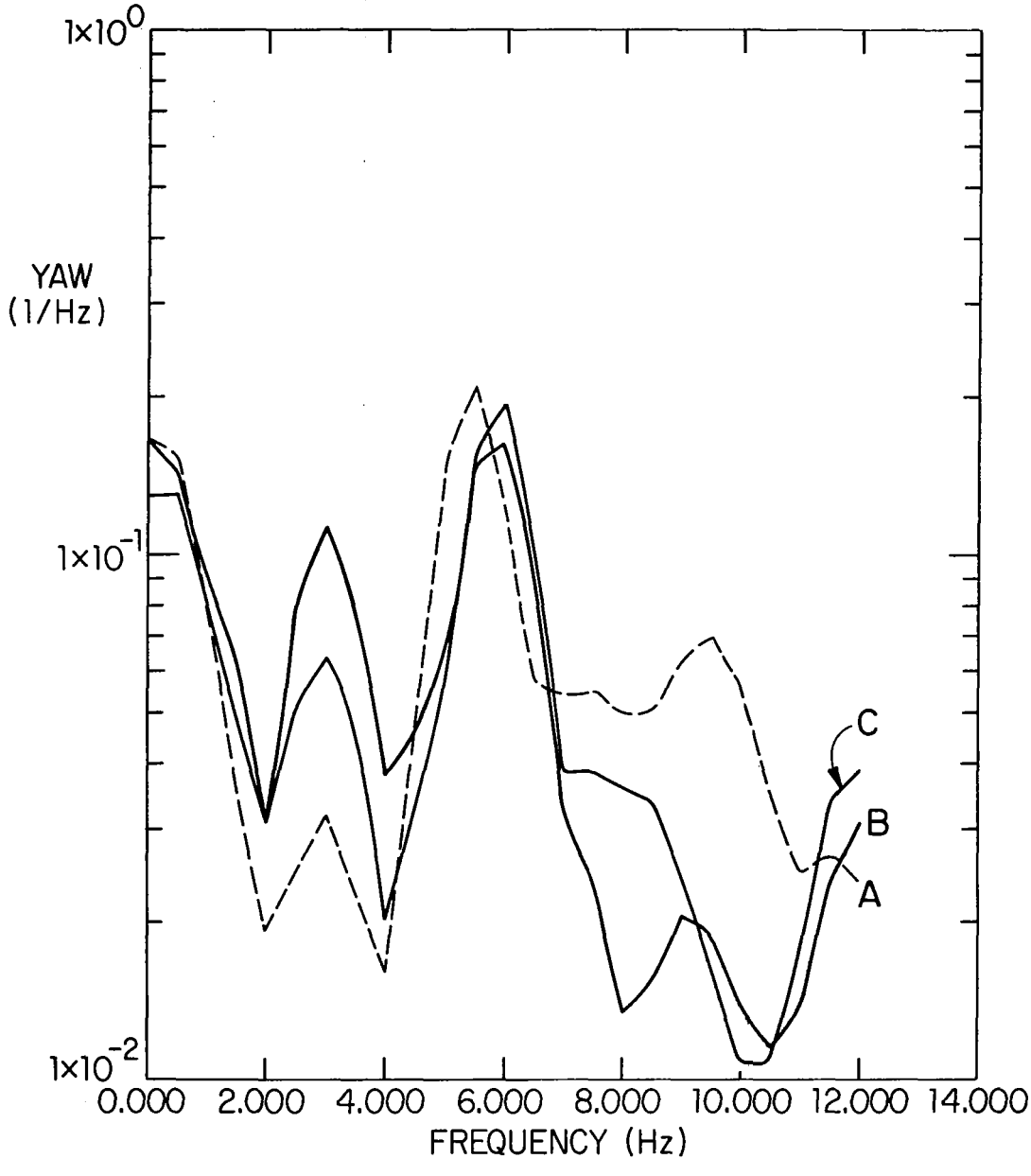

FIGURE B6. AVERAGE NORMALIZED YAE POWER SPECTRA
(0 - 12 Hz)

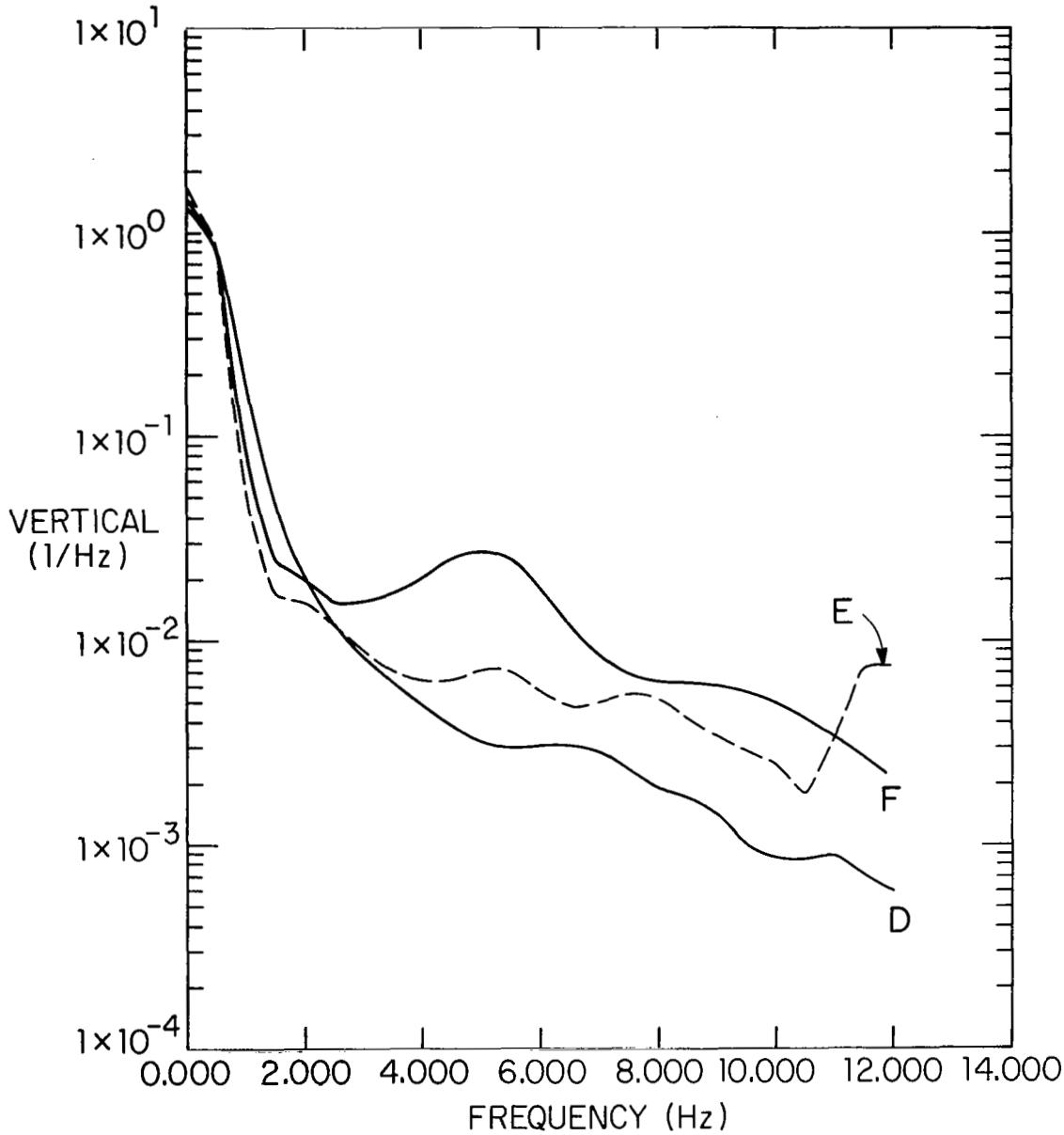

FIGURE B7. AVERAGE NORMALIZED VERTICAL POWER SPECTRA (0 - 12 Hz)

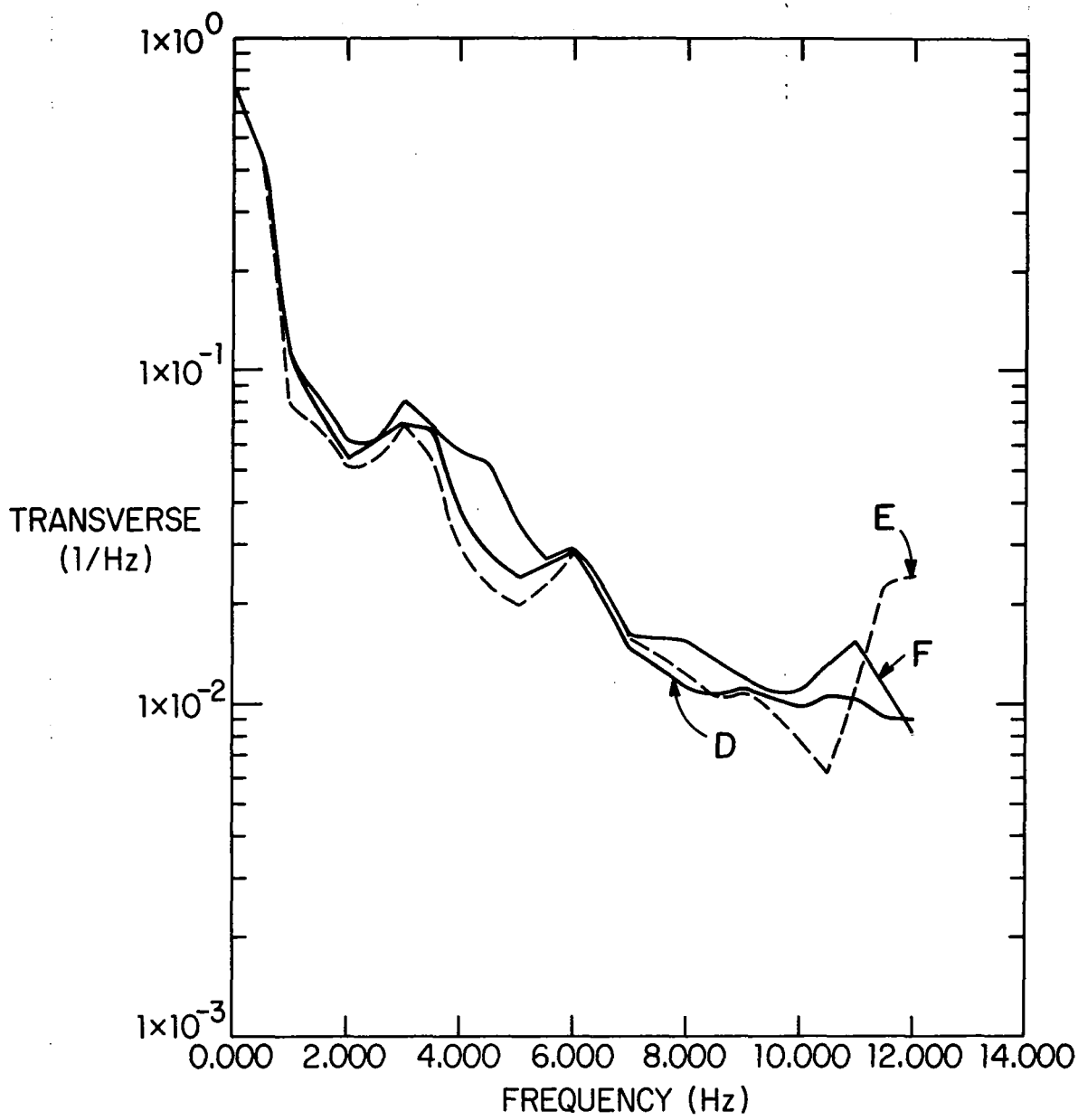

FIGURE B8. AVERAGE NORMALIZED TRANSVERSE POWER SPECTRA (0 - 12 Hz)

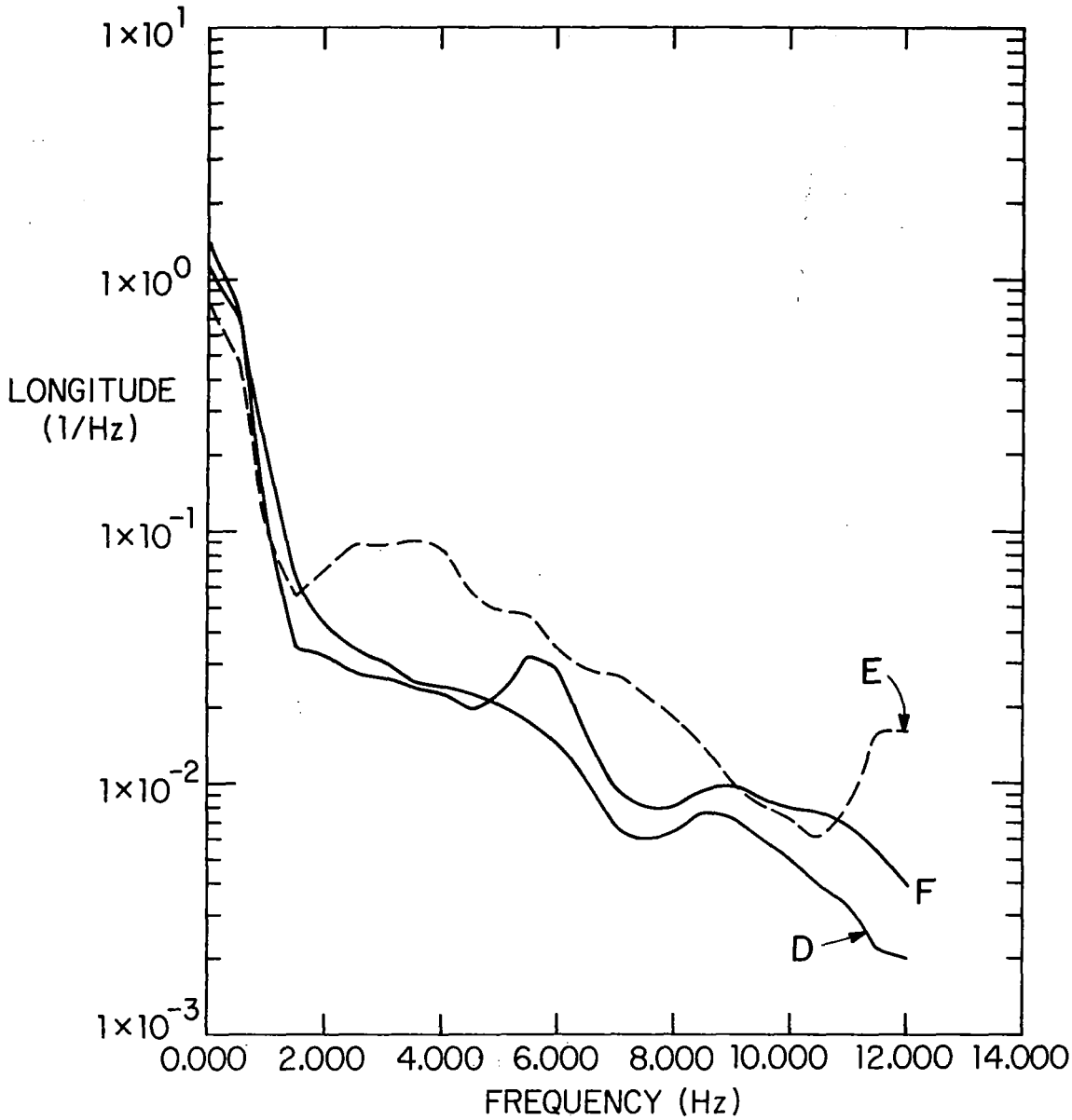

FIGURE B9. AVERAGE NORMALIZED LONGITUDINAL POWER SPECTRA (0 - 12 Hz)

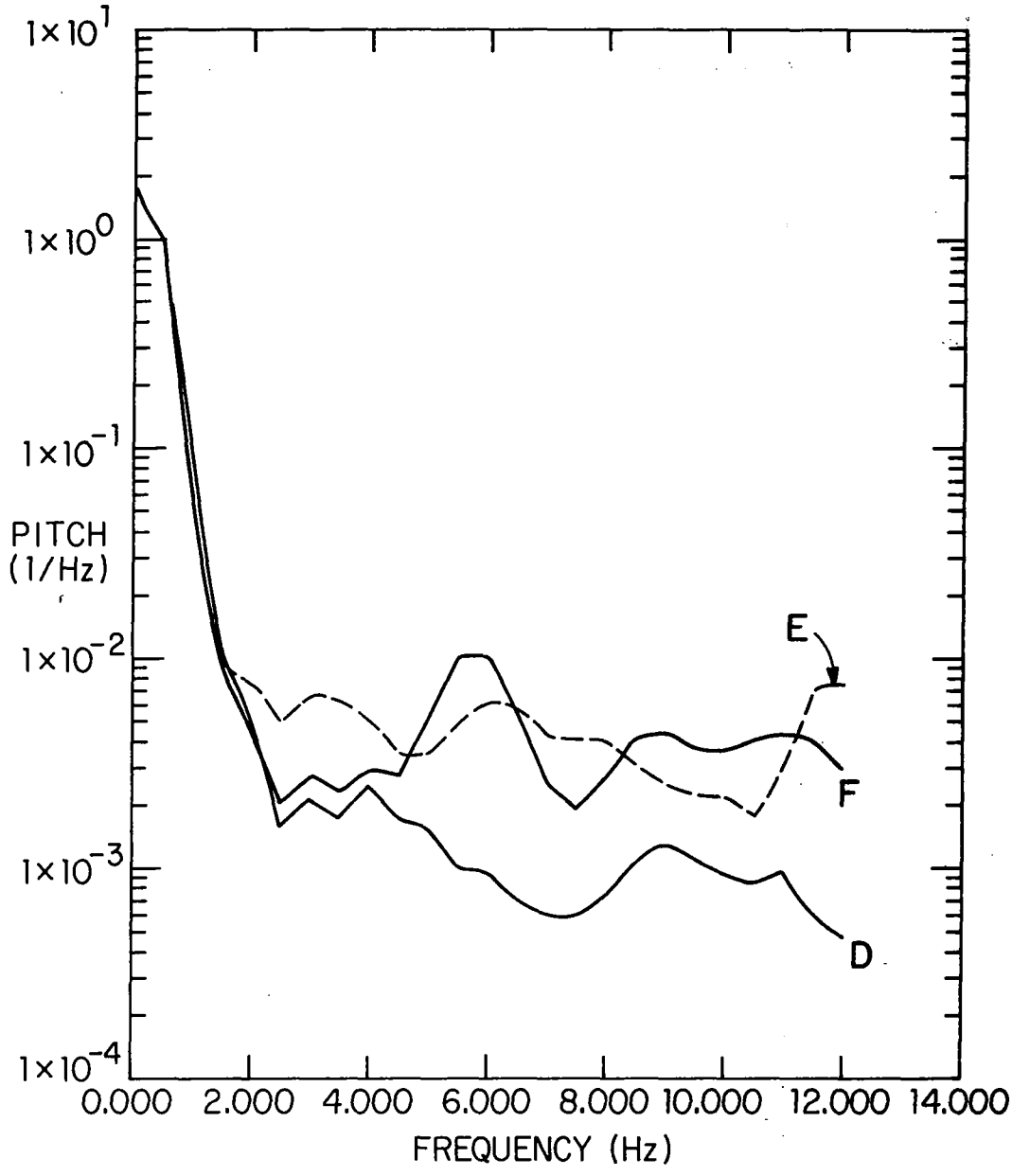

FIGURE B10. AVERAGE NORMALIZED PITCH POWER SPECTRA (0 - 12 Hz)

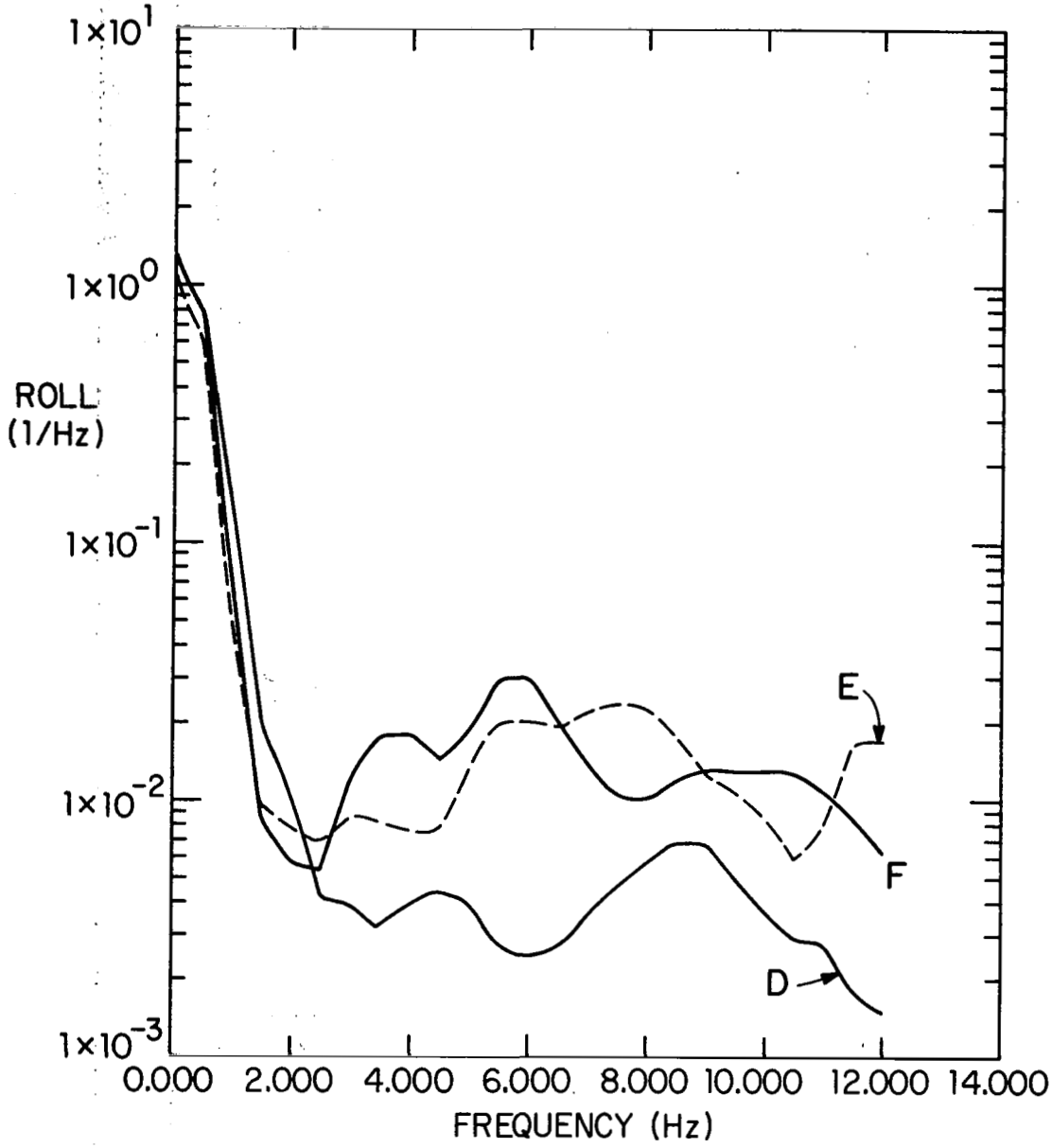

FIGURE B11. AVERAGE NORMALIZED ROLL POWER SPECTRA (0 - 12 Hz)

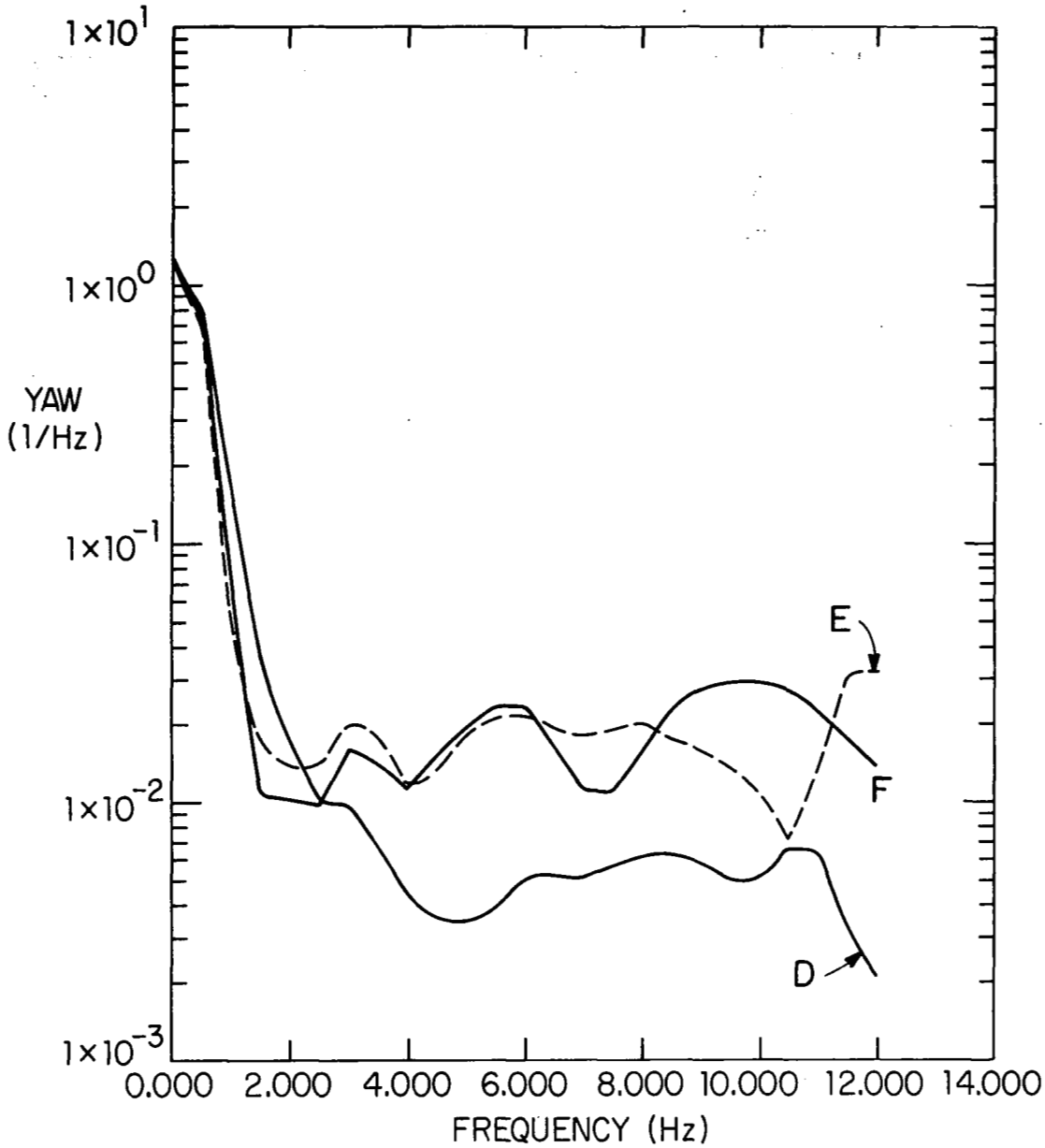

FIGURE B12. AVERAGE NORMALIZED YAW POWER SPECTRA
(0 - 12 Hz)

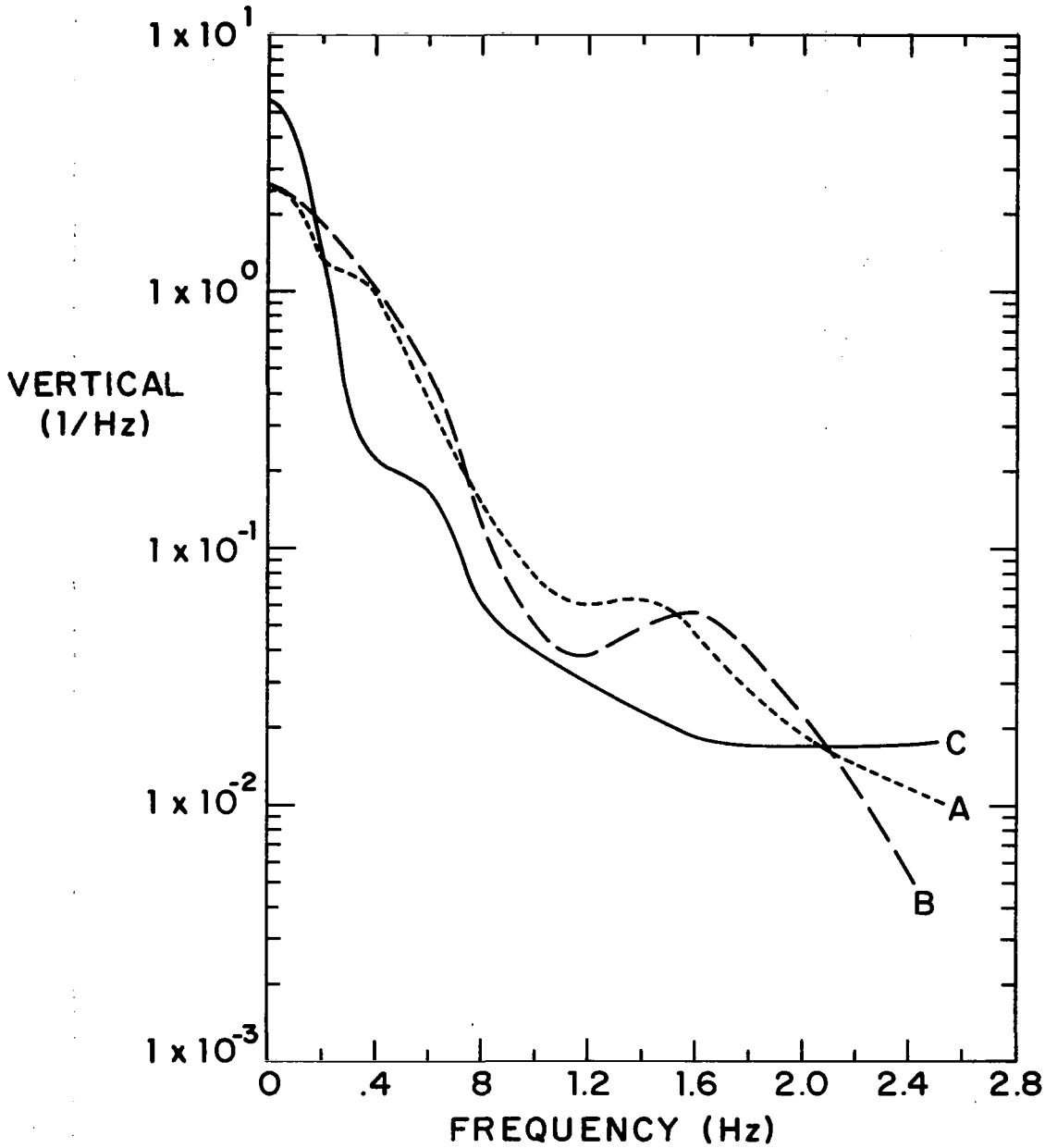

FIGURE B13. AVERAGE NORMALIZED VERTICAL POWER SPECTRA (0 - 2.5 Hz)

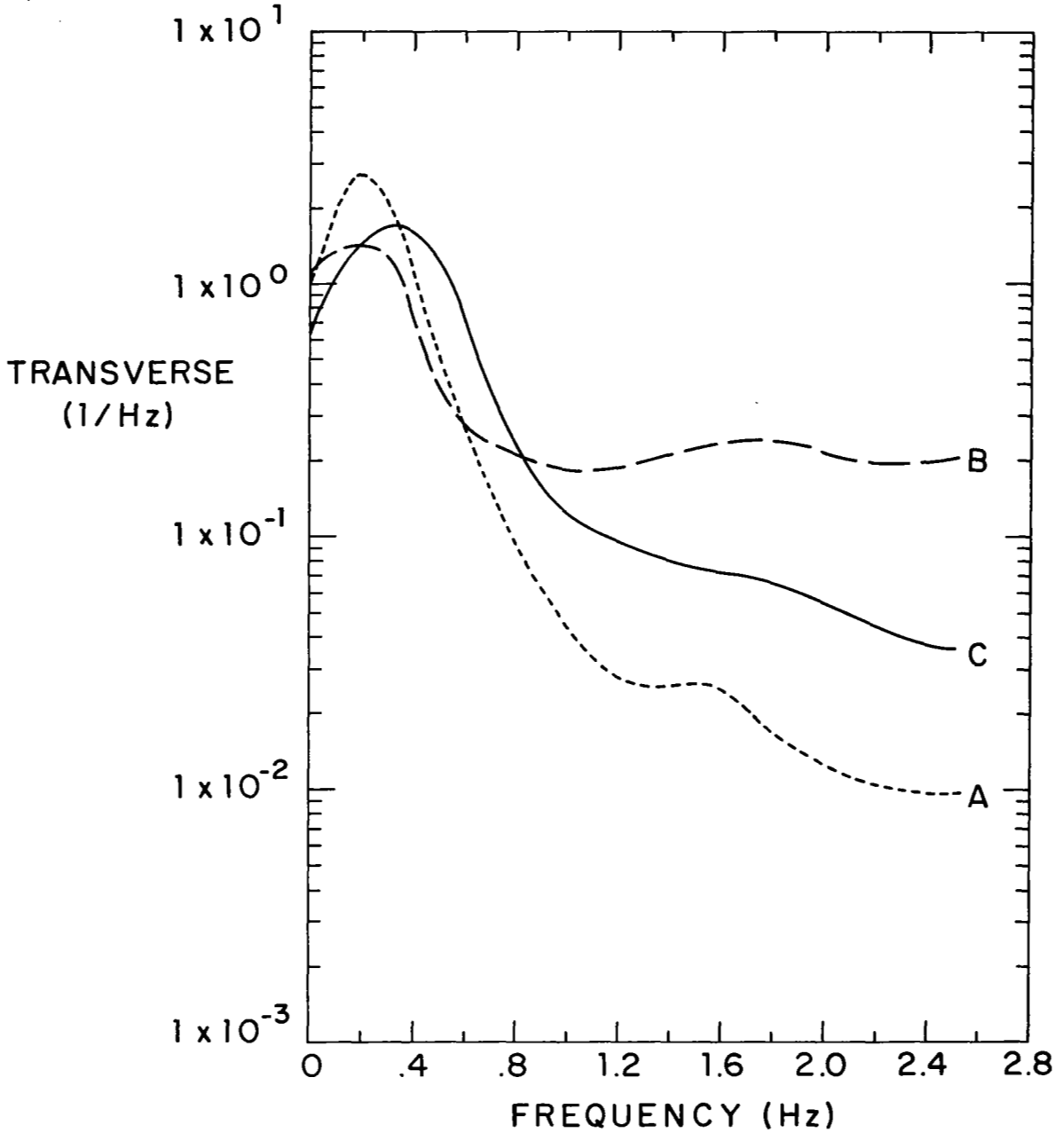

FIGURE B14. AVERAGE NORMALIZED TRANSVERSE POWER SPECTRA (0 - 2.5 Hz)

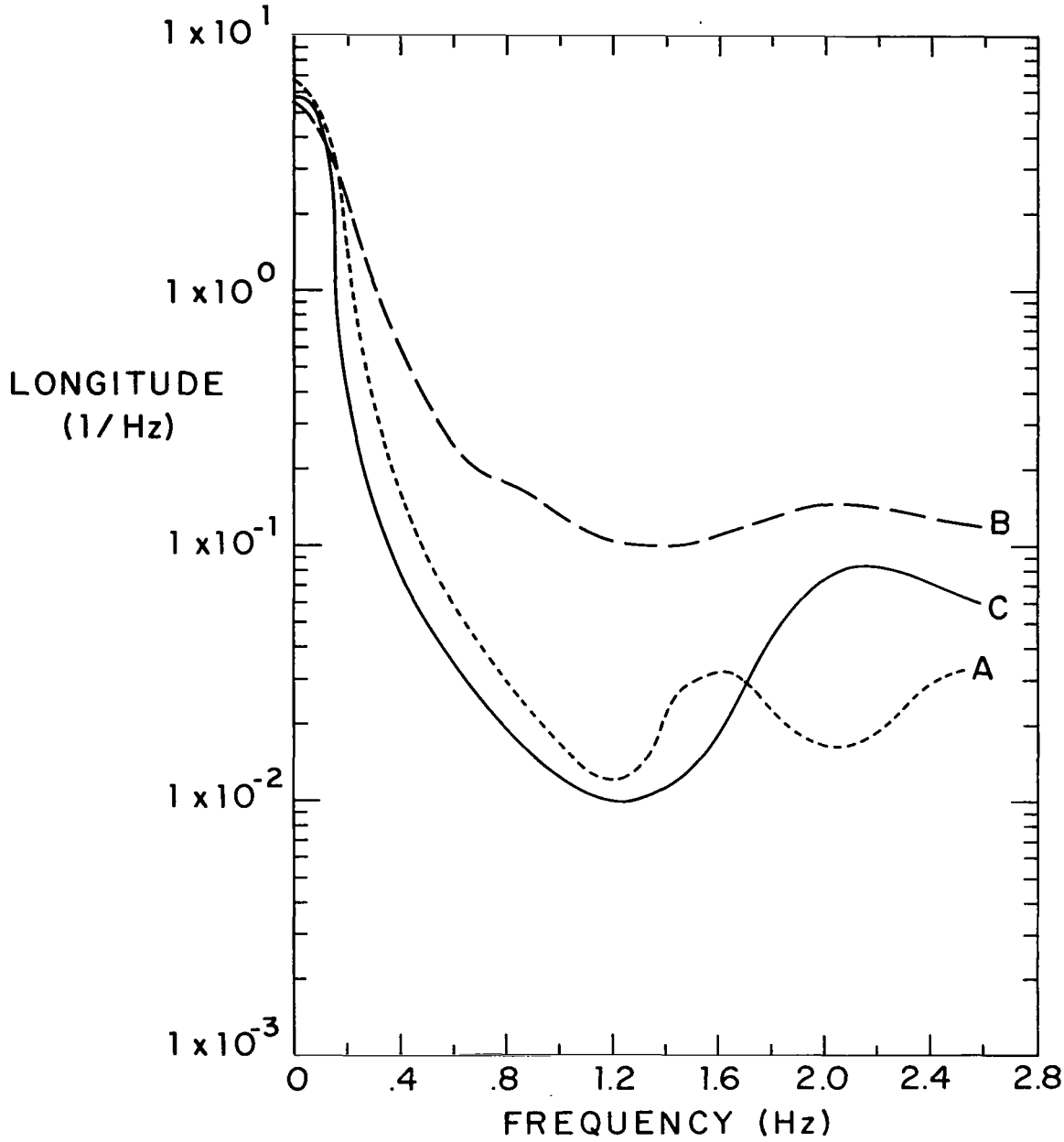

FIGURE B15. AVERAGE NORMALIZED LONGITUDINAL POWER SPECTRA (0 - 2.5 Hz)

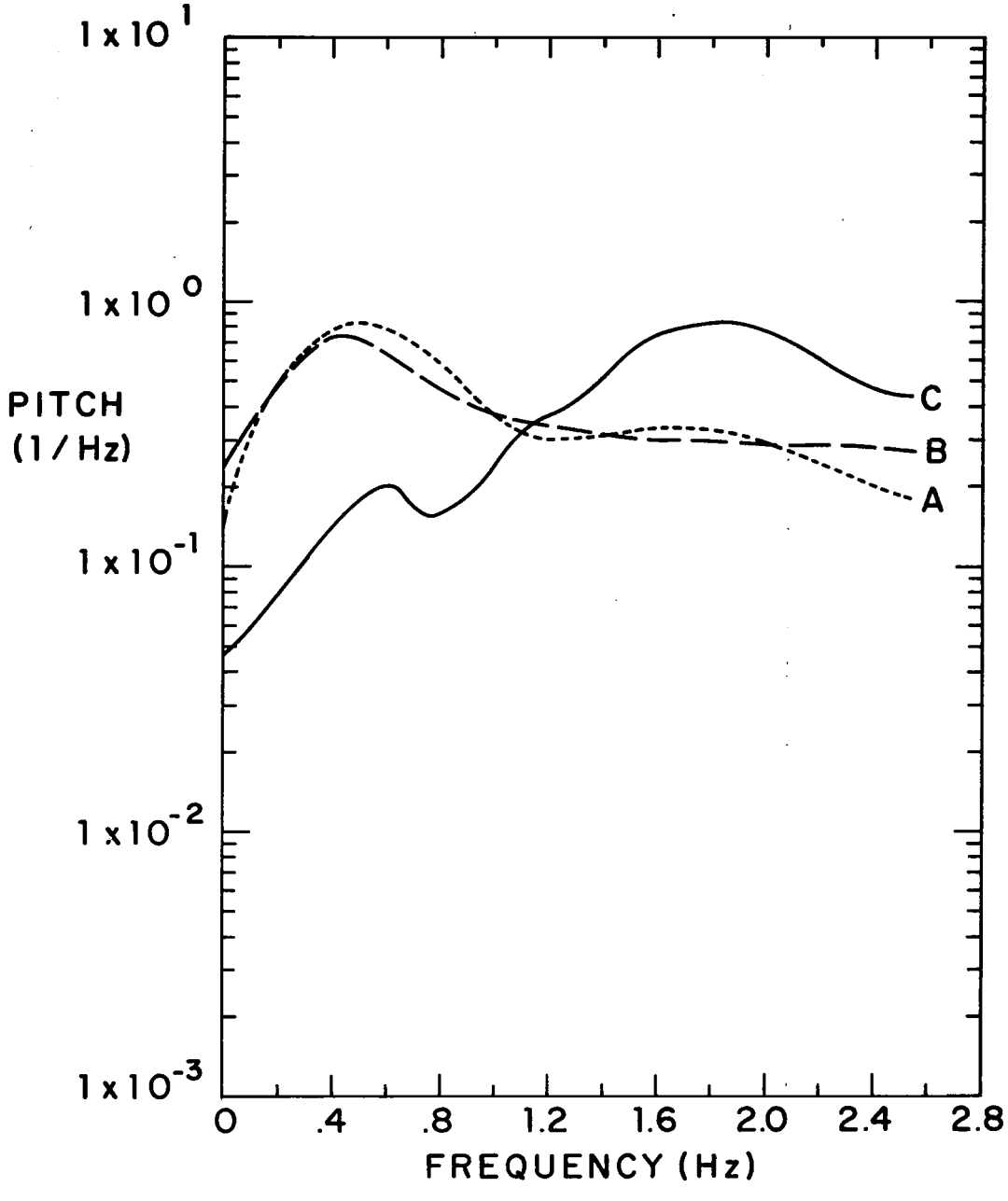

FIGURE B16. AVERAGE NORMALIZED PITCH POWER SPECTRA
(0 - 2.5 Hz)

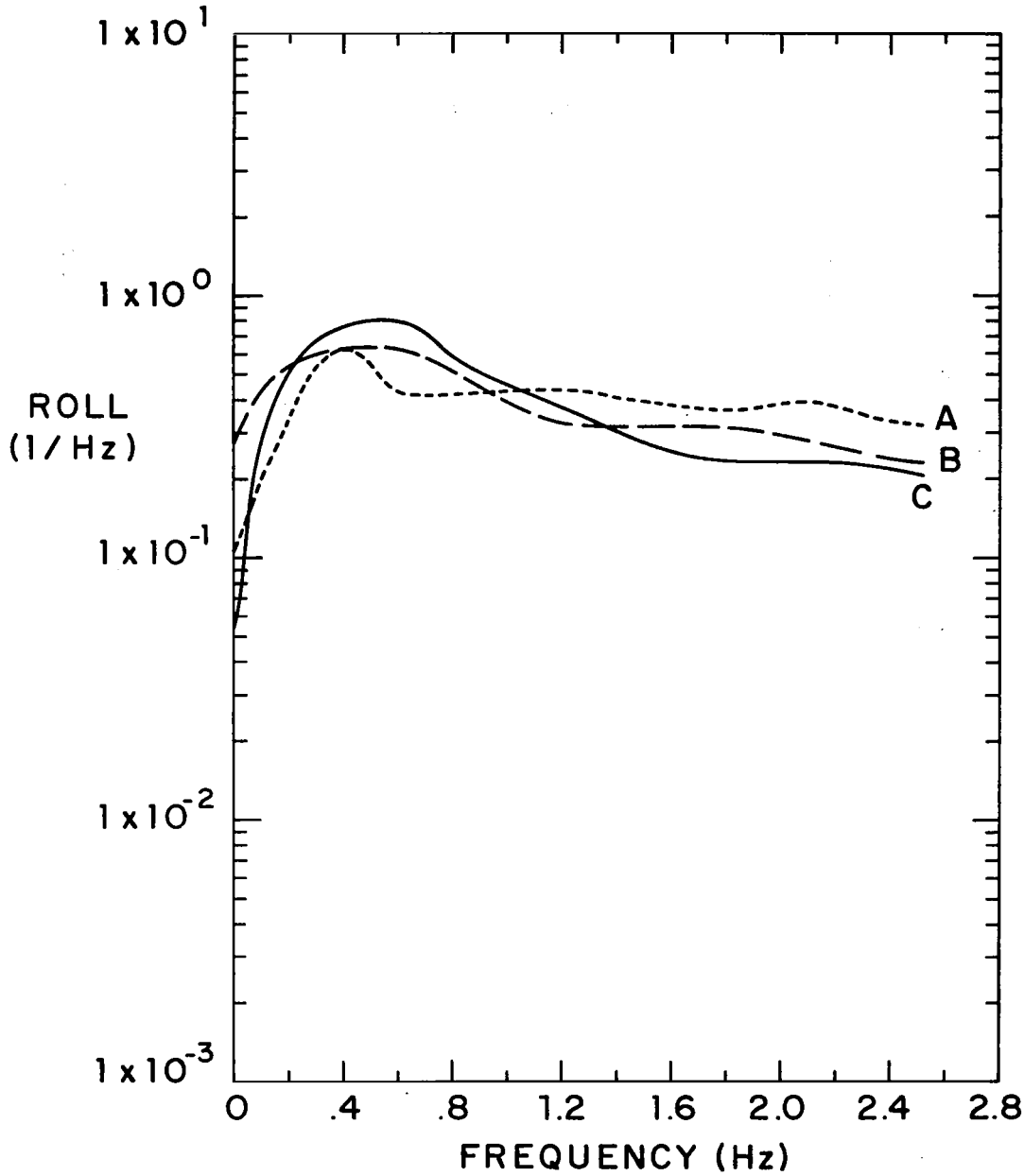

FIGURE B17. AVERAGE NORMALIZED ROLL POWER SPECTRA
(0 - 2.5 Hz)

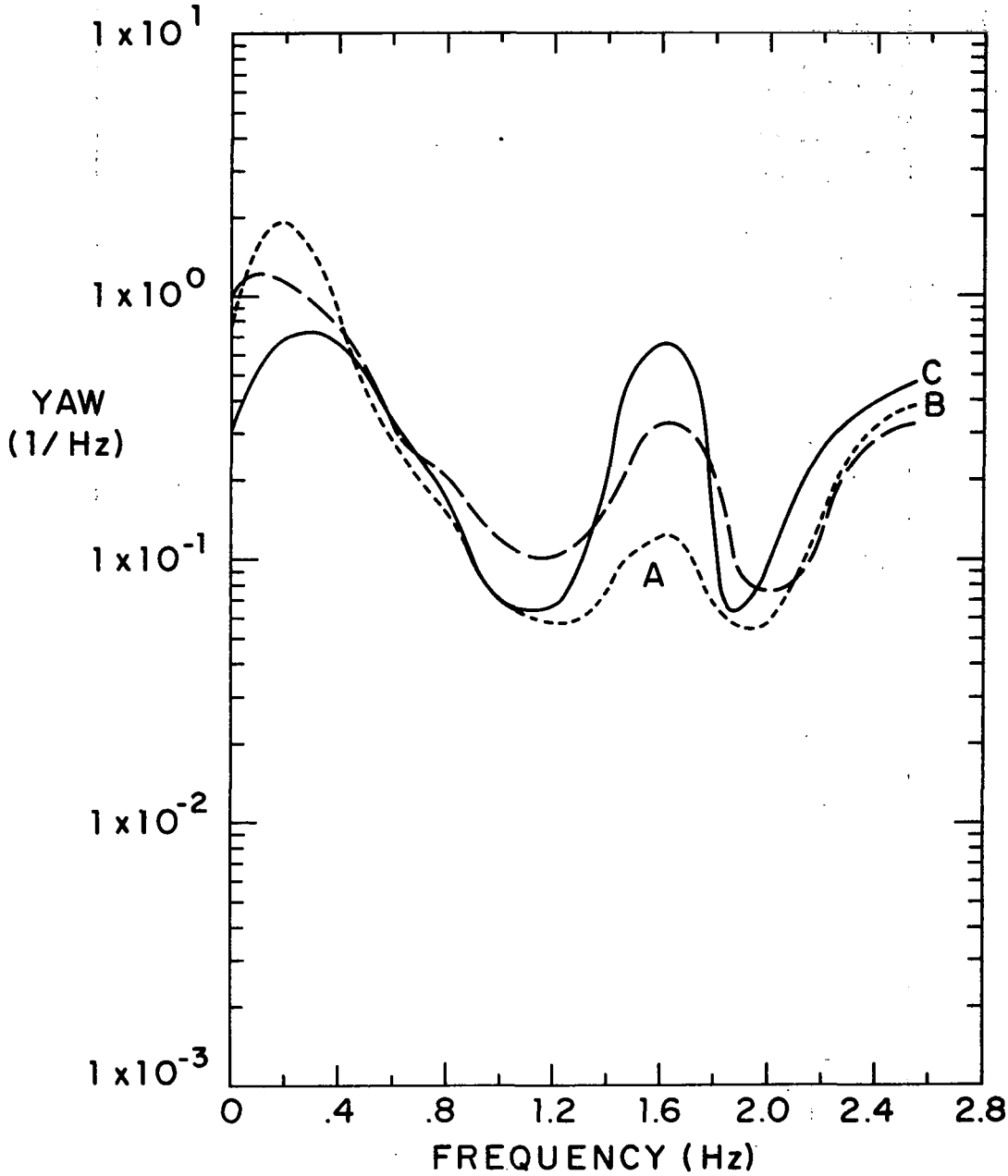

FIGURE B18. AVERAGE NORMALIZED YAW POWER SPECTRA
(0 - 2.5 Hz)

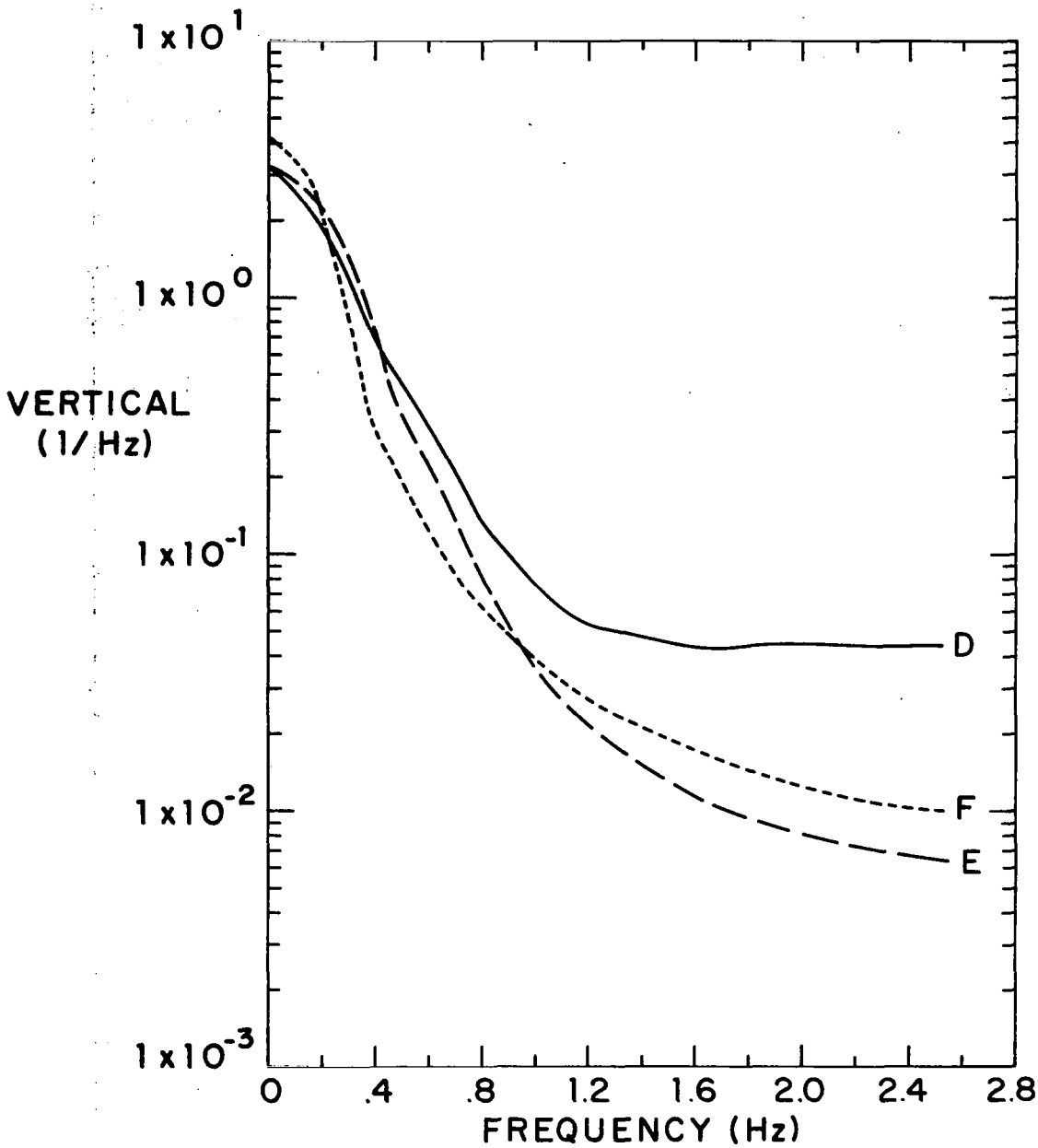

FIGURE B19. AVERAGE NORMALIZED VERTICAL POWER SPECTRA (0 - 2.5 Hz)

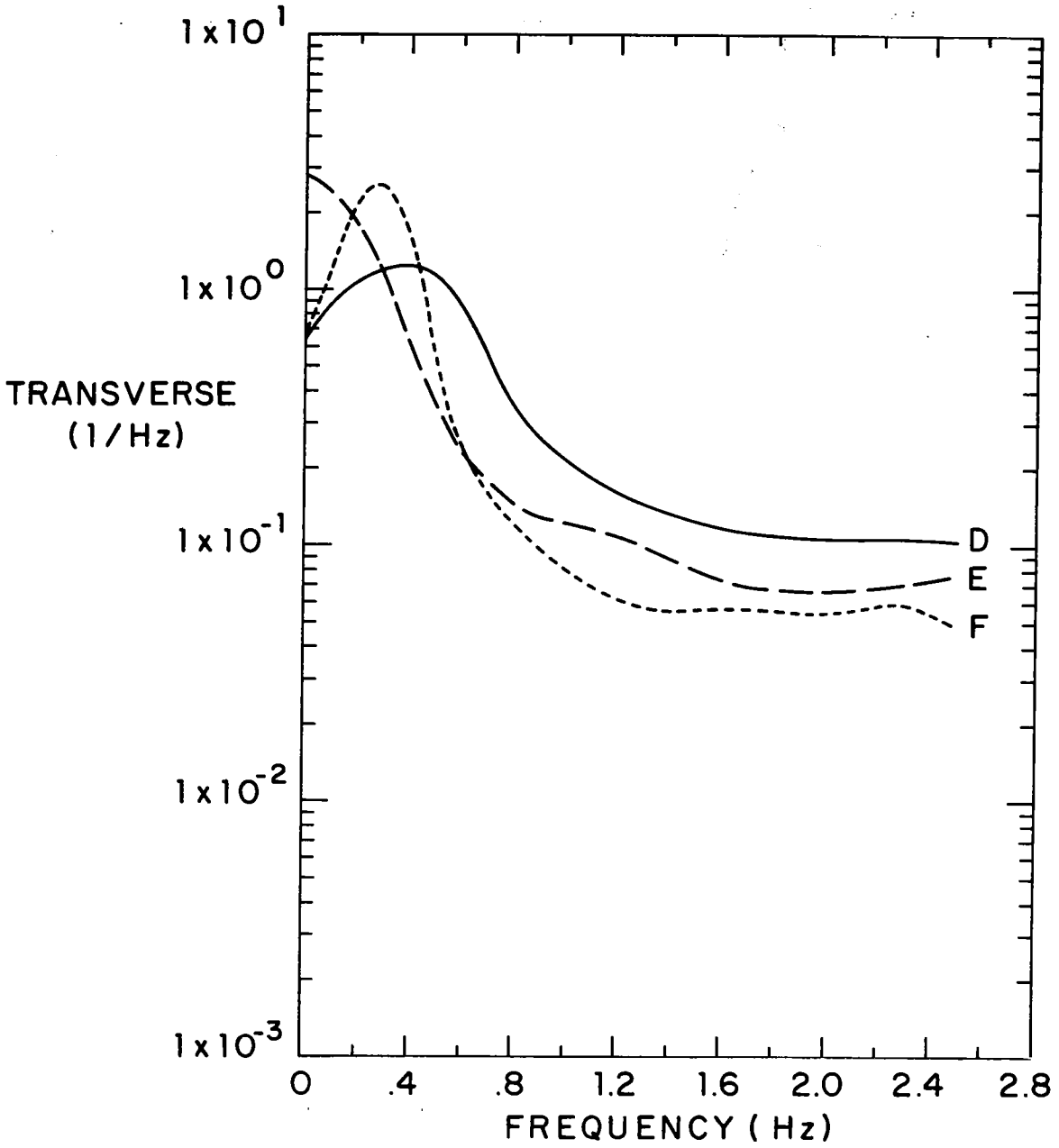

FIGURE B20. AVERAGE NORMALIZED TRANSVERSE POWER SPECTRA (0 - 2.5 Hz)

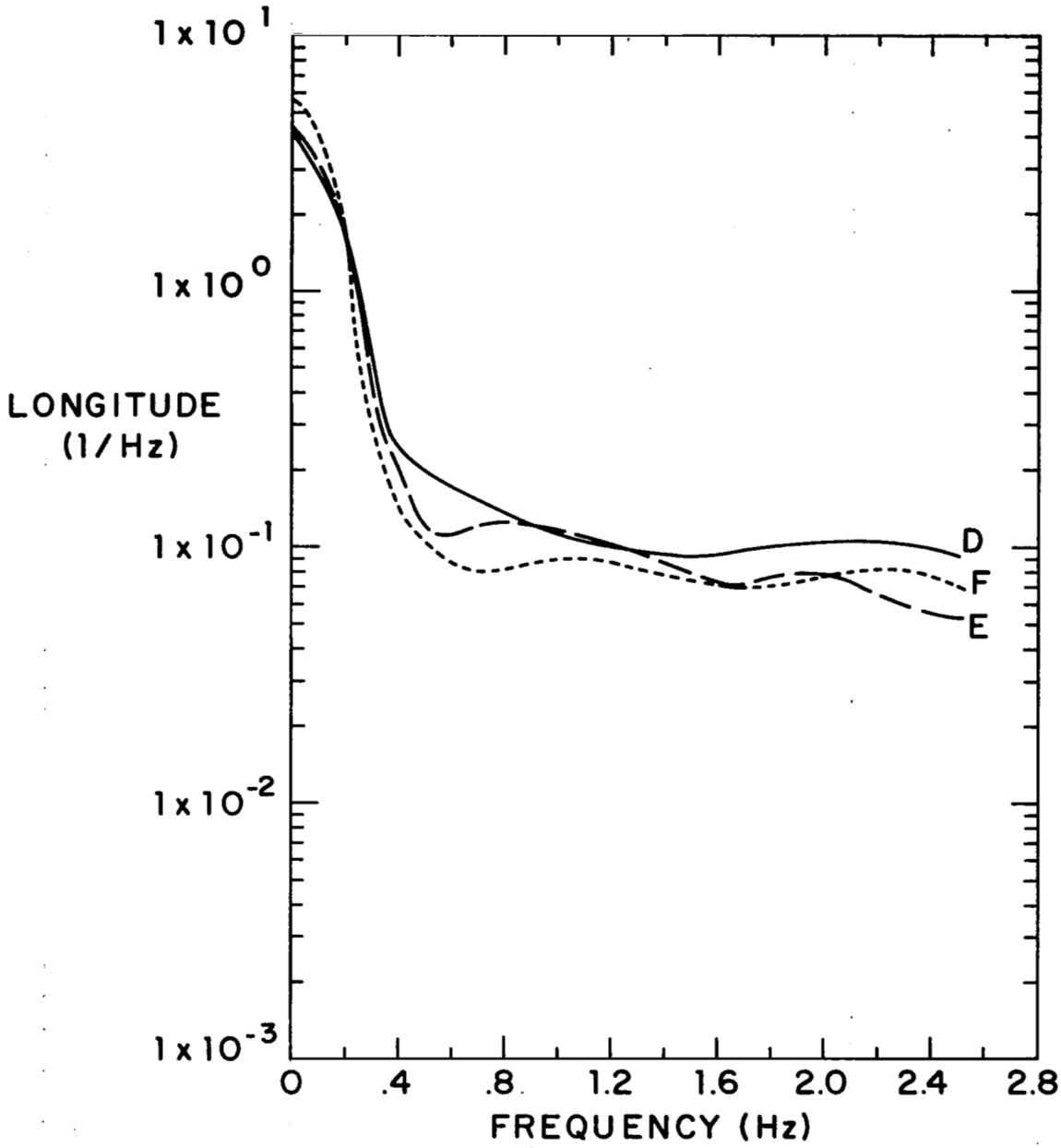

FIGURE B21. AVERAGE NORMALIZED LONGITUDINAL POWER SPECTRA (0 - 2.5 Hz)

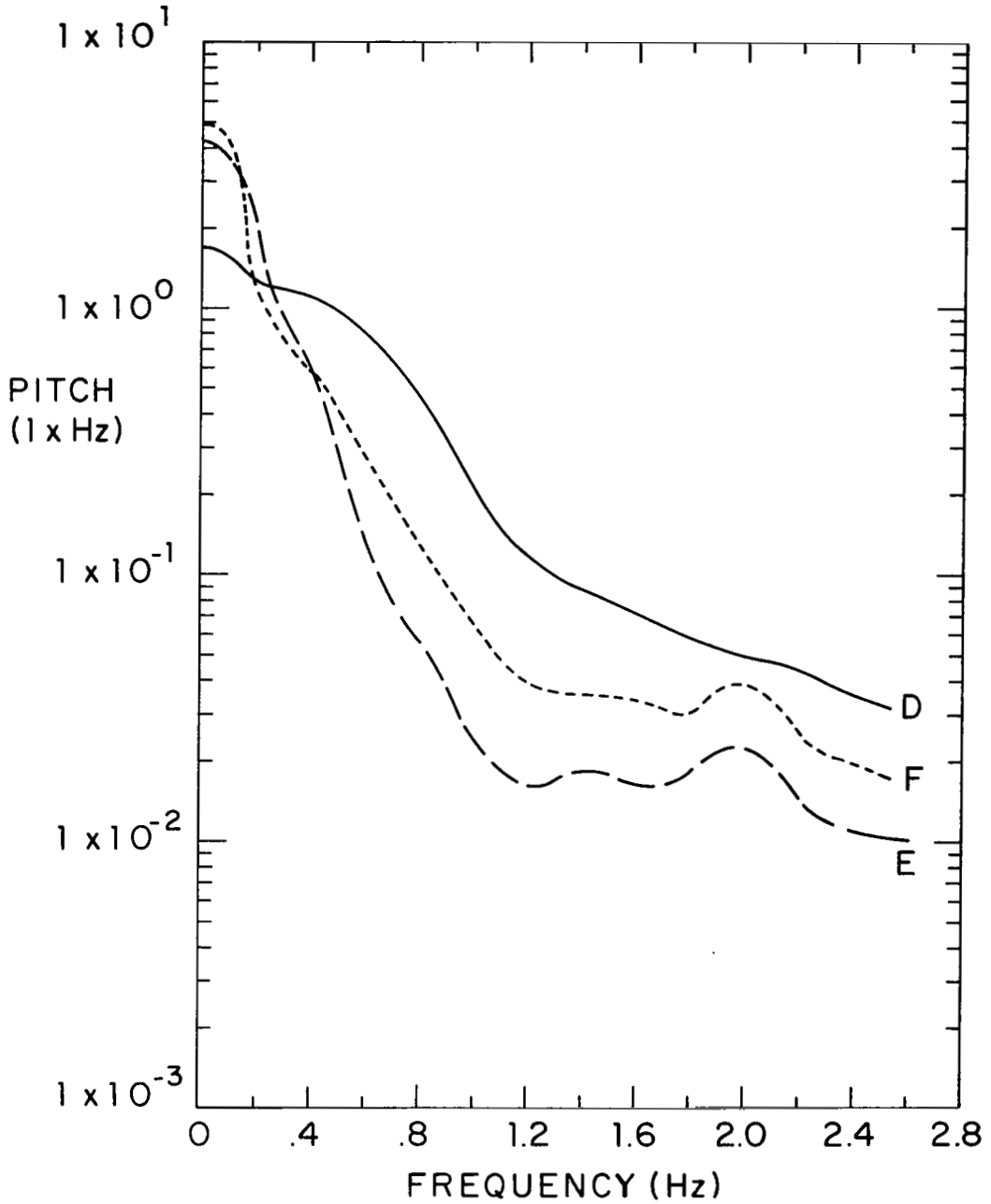

FIGURE B22. AVERAGE NORMALIZED PITCH POWER SPECTRA (0 - 2.5 Hz)

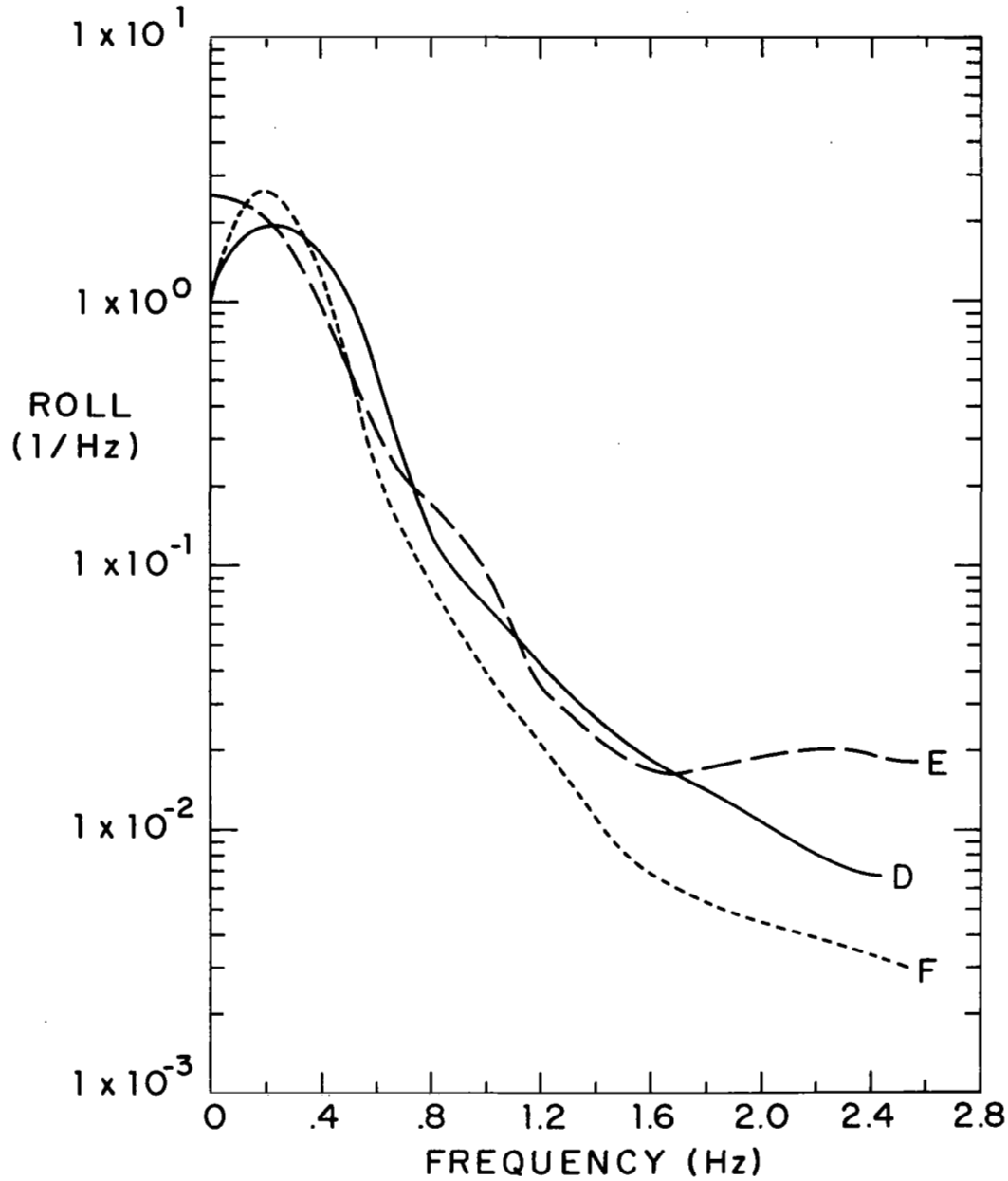

FIGURE B23. AVERAGE NORMALIZED ROLL POWER SPECTRA
(0 - 2.5 Hz)

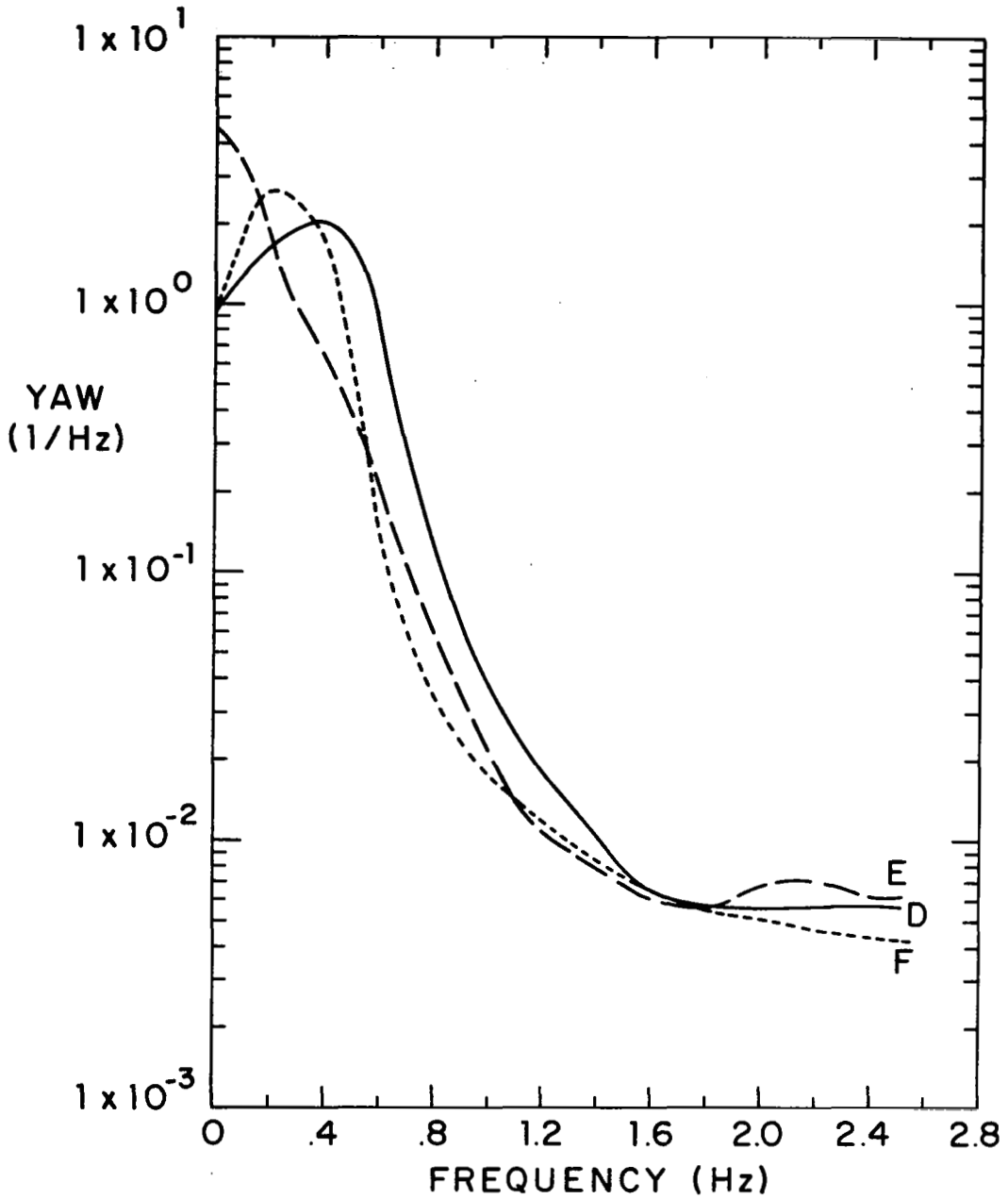

FIGURE B24. AVERAGE NORMALIZED YAW POWER SPECTRA
(0 - 2.5 Hz)

APPENDIX C

VERTICAL-LATERAL ACCELERATION SCATTERGRAMS

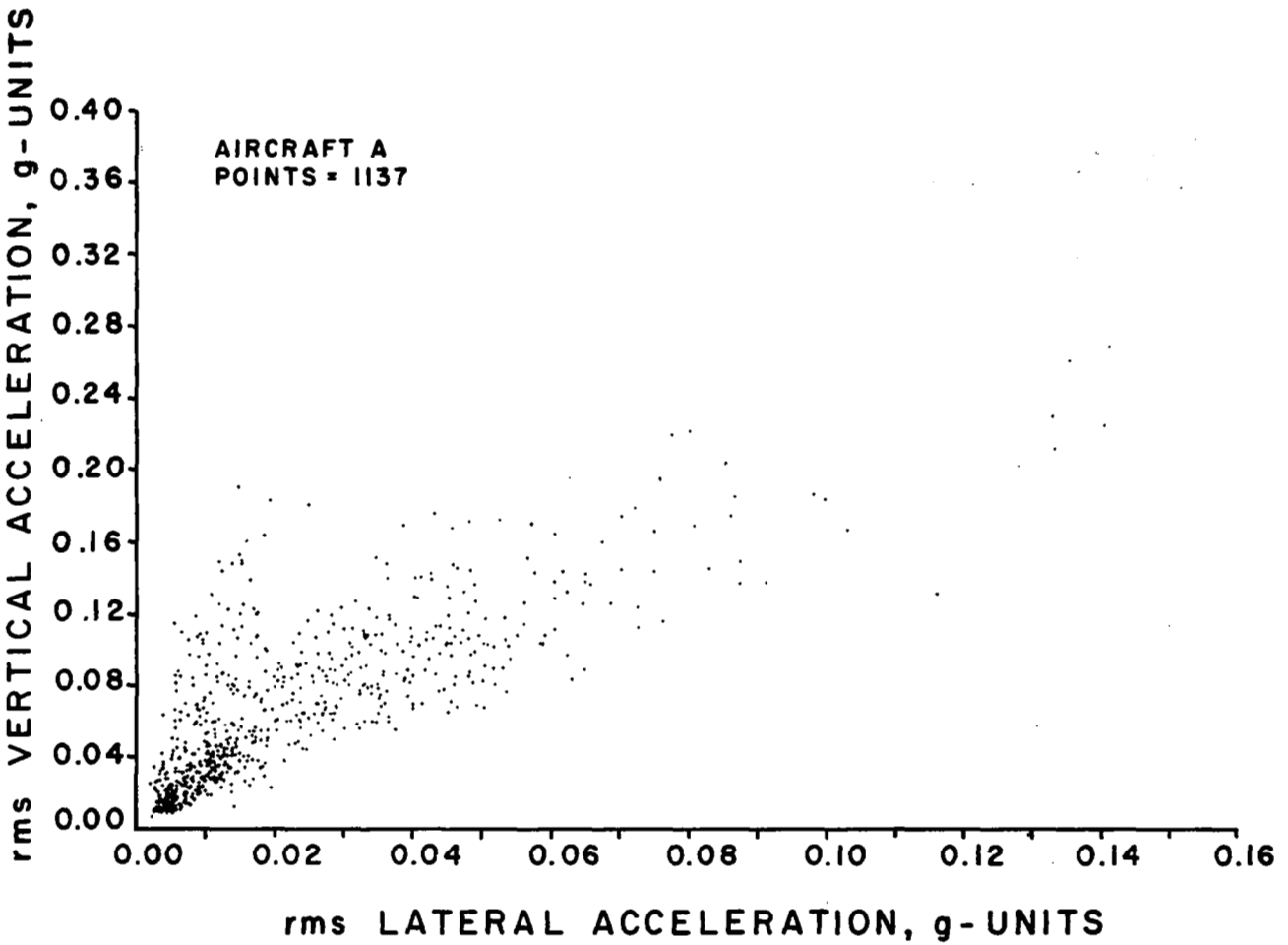

FIGURE C1. VERTICAL-LATERAL ACCELERATION SCATTERGRAM

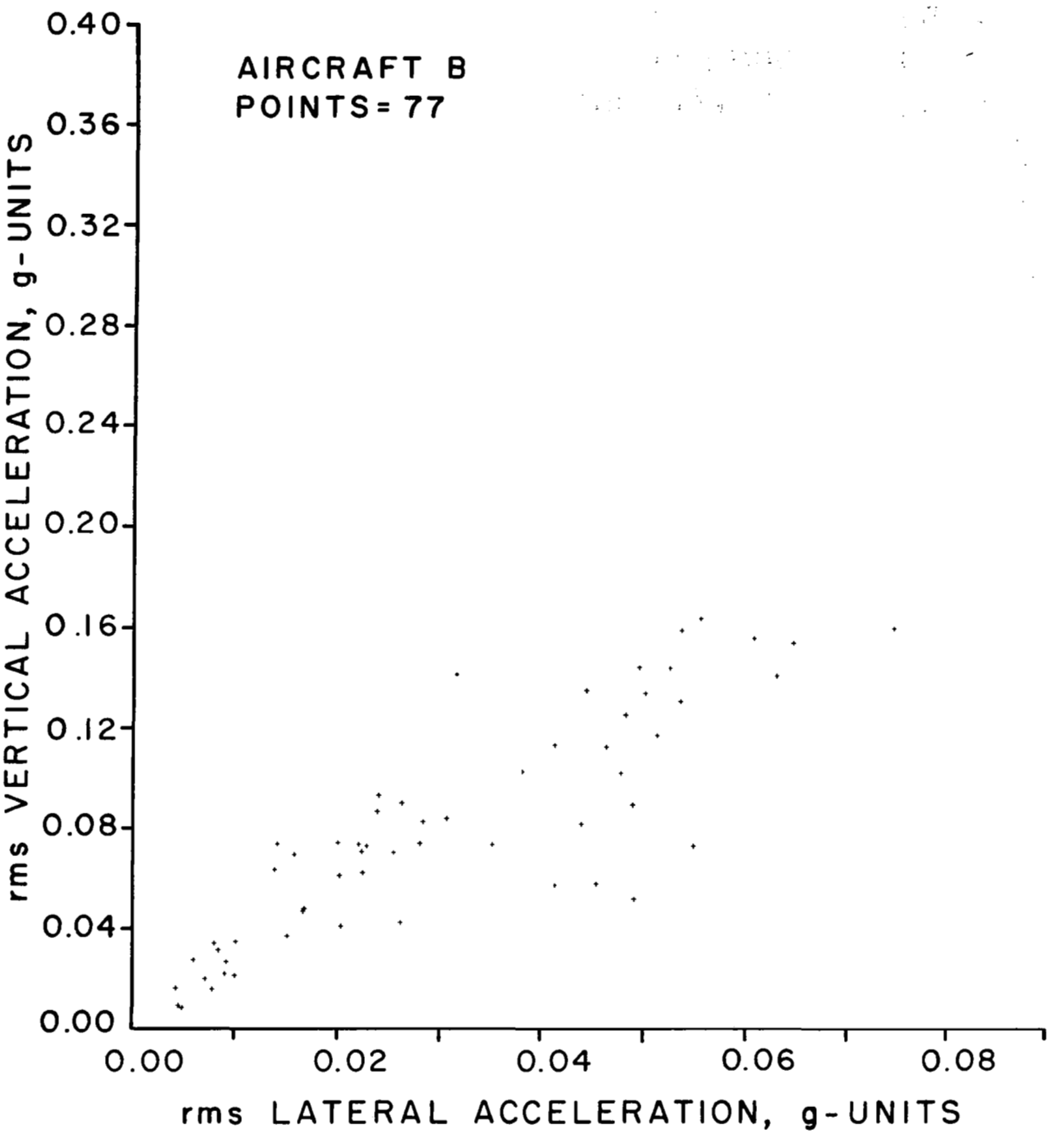

FIGURE C2. VERTICAL-LATERAL ACCELERATION SCATTERGRAM

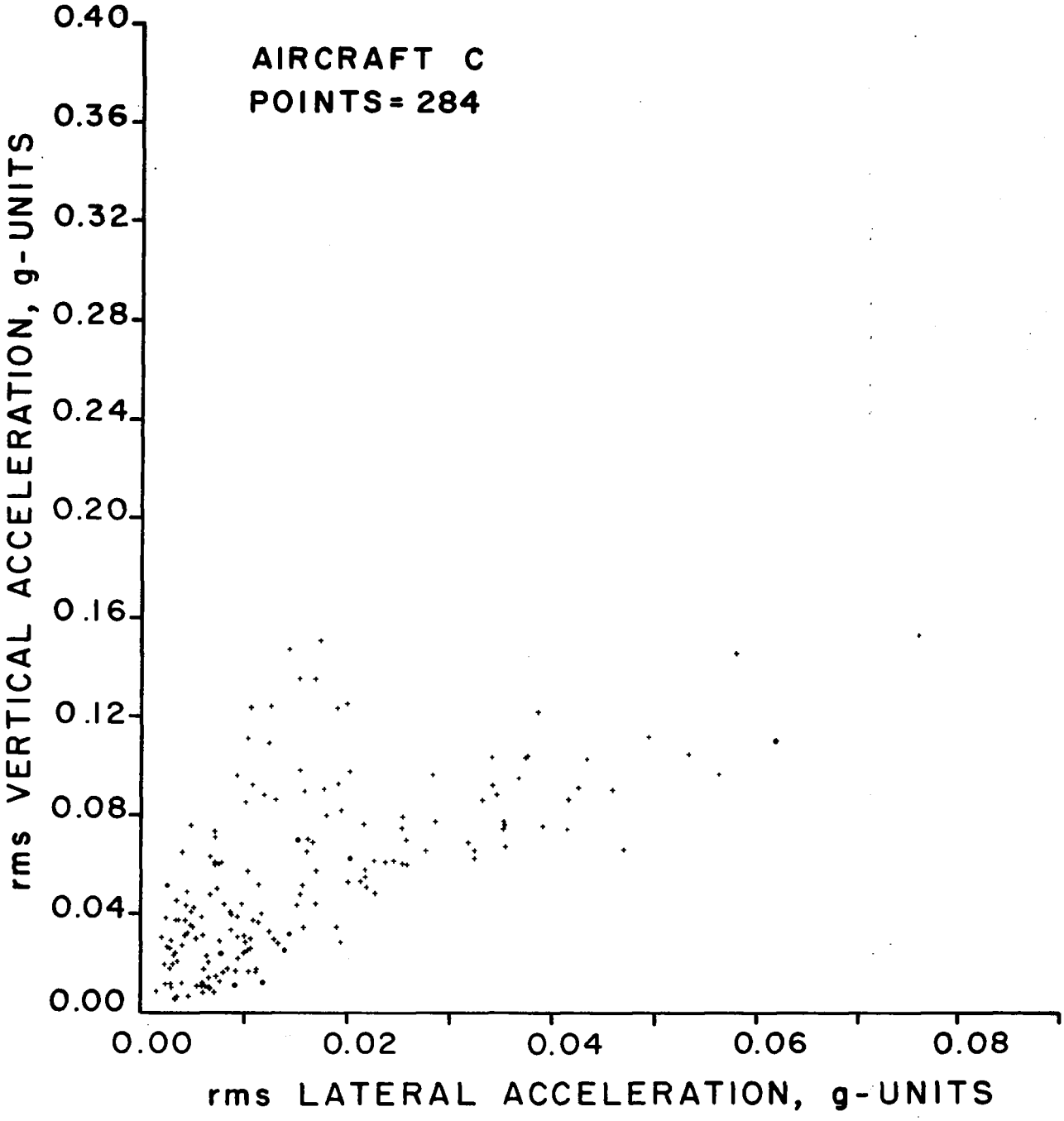

FIGURE C3. VERTICAL-LATERAL ACCELERATION SCATTERGRAM

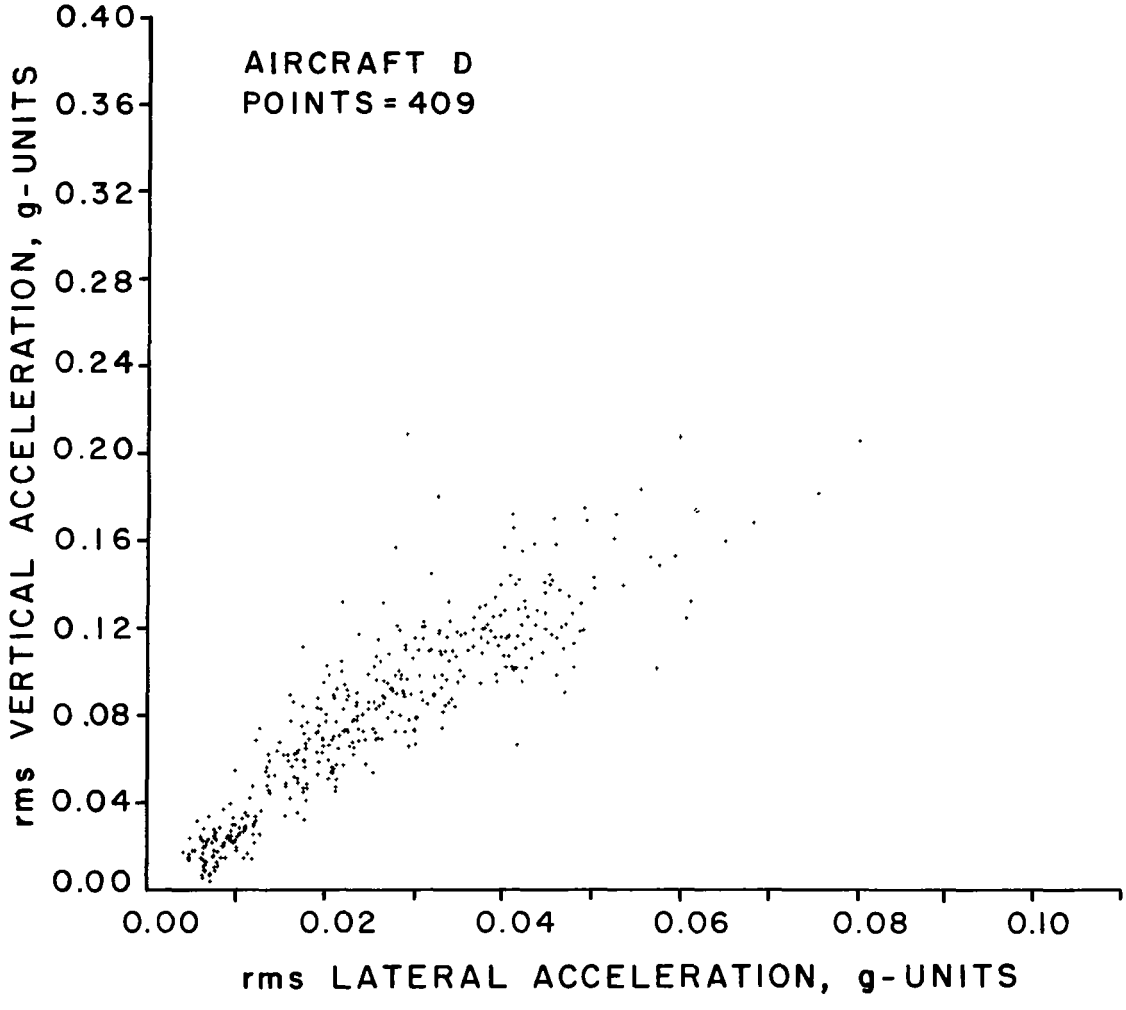

FIGURE C4. VERTICAL-LATERAL ACCELERATION SCATTERGRAM

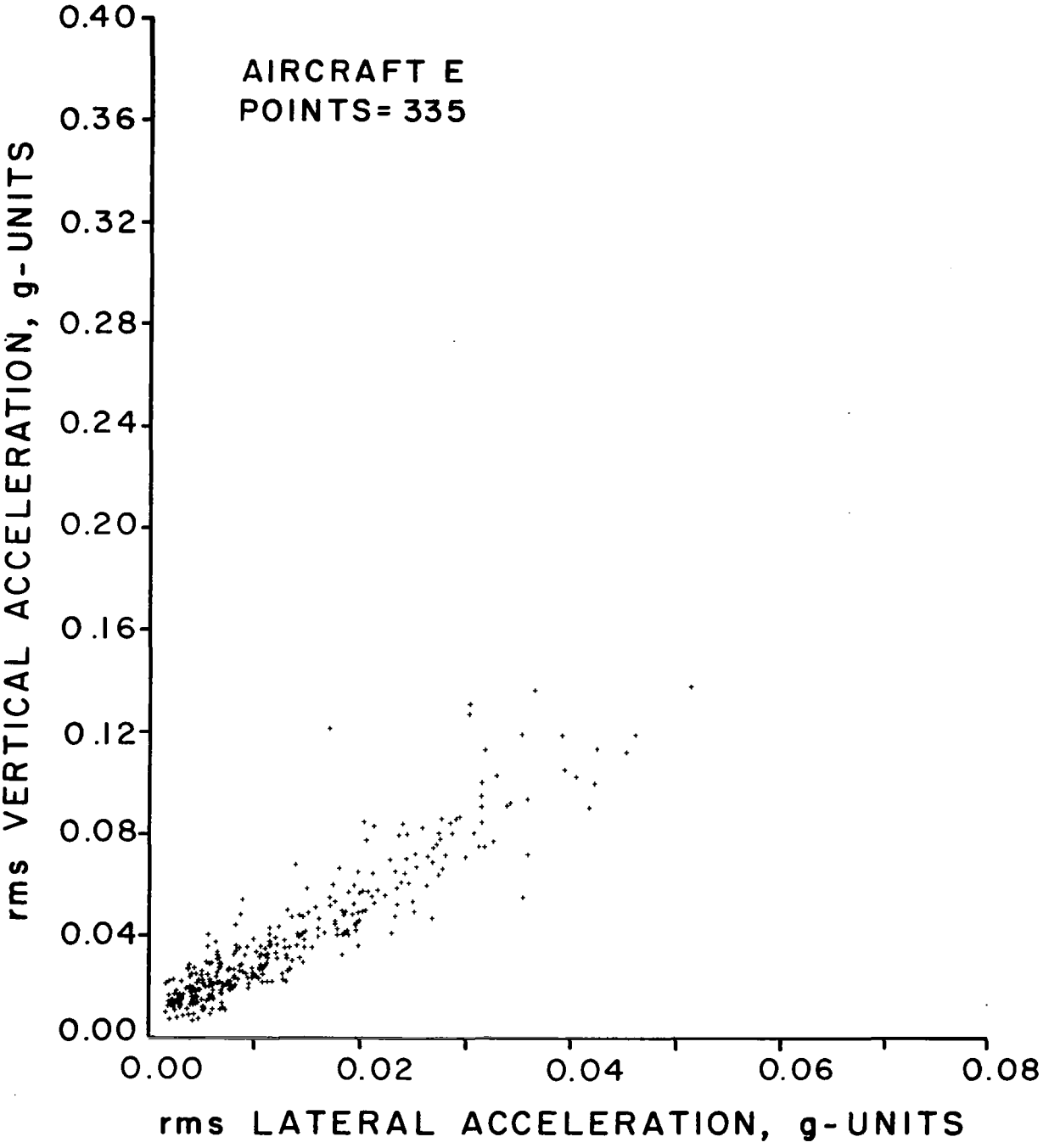

FIGURE C5. VERTICAL-LATERAL ACCELERATION SCATTERGRAM

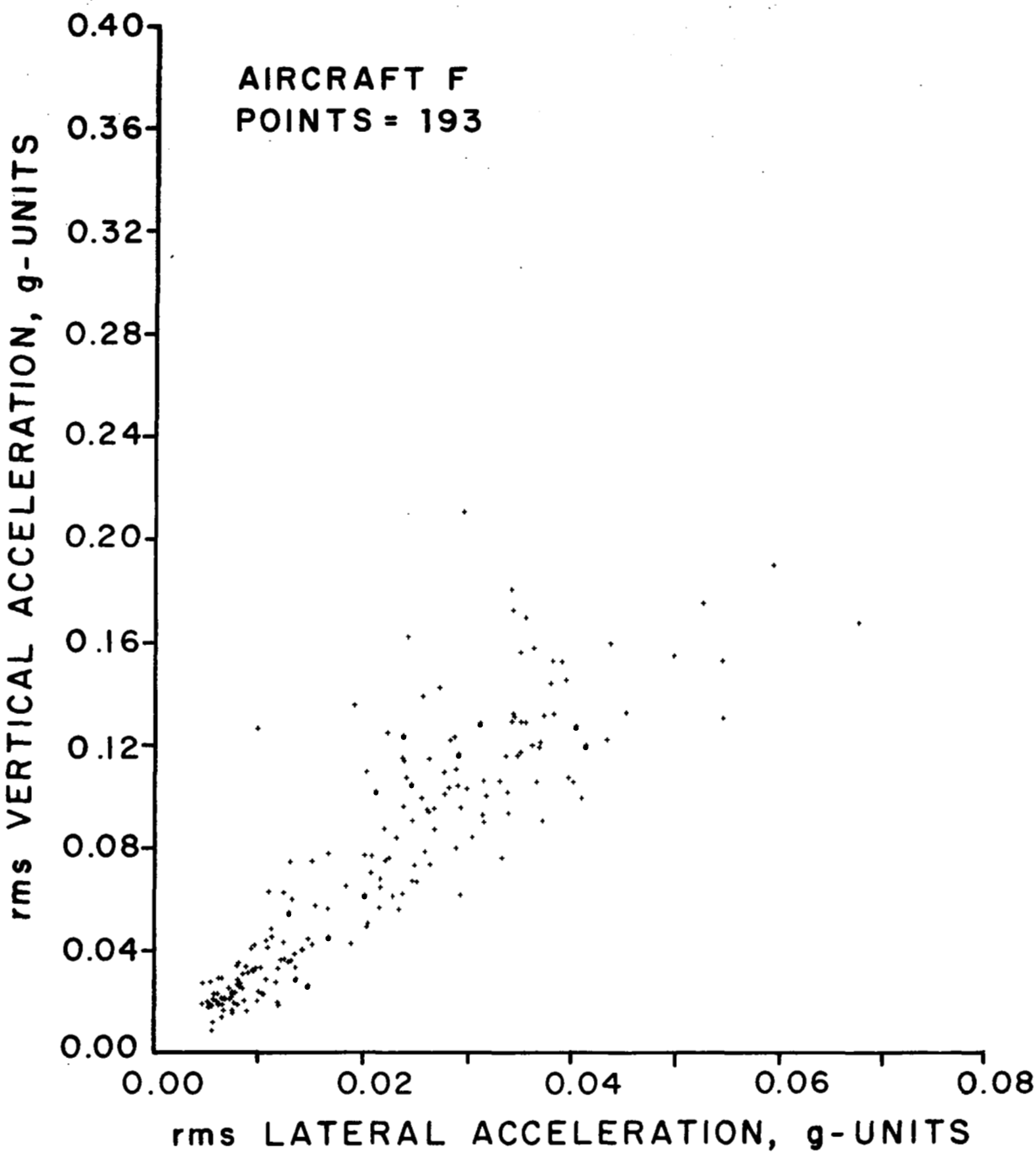

FIGURE C6. VERTICAL-LATERAL ACCELERATION SCATTERGRAM

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*U.S. GOVERNMENT PRINTING OFFICE: 1976 - 635-275/74